

CONSIDERATION OF RESOLUTION NO. 90-1268 FOR THE
PURPOSE OF AUTHORIZING FEDERAL FUNDS FOR A SECTION
16(b)(2) SPECIAL TRANSPORTATION PROJECT AND AMENDING
THE TRANSPORTATION IMPROVEMENT PROGRAM

Date: May 18, 1990

Presented by: David Unsworth

PROPOSED ACTION

Recommend Council adoption of the attached Resolution which authorizes Federal 16(b)(2) funds to one private, nonprofit social service agency. These funds will be used for the purchase of passenger vehicles and related equipment to provide special transportation services in the Portland metropolitan area to specific client groups not served by Tri-Met. This Transportation Improvement Program (TIP) addition will allow the agency to apply for 16(b)(2) funding from the Urban Mass Transportation Administration (UMTA).

TPAC has reviewed this TIP amendment and recommends approval of Resolution No. 90-1268.

FACTUAL BACKGROUND AND ANALYSIS

Section 16(b)(2) authorizes UMTA to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons. Capital investments include purchase of conventional and paratransit vehicles and other equipment associated with providing local and regional (non-intercity) transportation services to the elderly and handicapped. Apportioned 16(b)(2) funds are not available for operating expenses. Transportation Improvement Programs and their Annual Elements must be amended to include new 16(b)(2) projects.

Section 16(b)(2) funding is only available to private, nonprofit organizations and, in the Metro region, only for use to serve specific client groups that cannot be served effectively by Tri-Met. Tri-Met has reviewed the application for 16(b)(2) funds and supports it on the basis that Tri-Met is unable to perform more efficiently the function these vehicles would provide.

The one local provider submitting an application is:

Volunteer Transportation Program	3 station wagons	\$ 20,580
	4 10-16 passenger vans	84,610
	2 10-16 passenger buses	90,000
	1 wheelchair lift	4,460
	TDD	<u>350</u>
	Total	\$200,000

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 90-1268
FEDERAL FUNDS FOR A SECTION 16(b)(2)) Introduced by Rena Cusma,
SPECIAL TRANSPORTATION PROJECT AND) Executive Officer
AMENDING THE TRANSPORTATION IMPROVE-)
MENT PROGRAM)

WHEREAS, Section 16(b)(2) of the Urban Mass Transportation Act authorizes the Urban Mass Transportation Administration to make capital grants to private, nonprofit organizations to provide transportation services for elderly and handicapped persons; and

WHEREAS, Section 16(b)(2) funding will be made available only to nonprofit organizations serving specific client groups which cannot better be served by regular Tri-Met service to the elderly and handicapped community; and

WHEREAS, Tri-Met has determined that the applicant listed below can serve their client group more efficiently than could Tri-Met; and

WHEREAS, To comply with federal requirements the Transportation Improvement Program must be amended to include projects recommended for Urban Mass Transportation Administration 16(b)(2) funds; and

WHEREAS, The project described below was reviewed and found consistent with federal requirements and regional policies and objectives; now, therefore,

BE IT RESOLVED:

1. That Federal 16(b)(2) funds be authorized for the purchase of special transportation vehicles for the following:

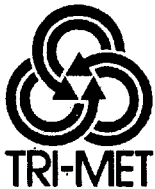
	<u>Federal</u>	<u>Applicant</u>	<u>Total</u>
Volunteer Transportation			
Program	\$160,000	\$40,000	\$200,000

2. That the Transportation Improvement Program and its Annual Element be amended to reflect this authorization.

3. That the Council of the Metropolitan Service District finds the project to be in accordance with the region's continuing, cooperative, comprehensive planning process and, thereby, gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1990.

Tanya Collier, Presiding Officer



4012 SE 17th AVENUE
PORTLAND, OR 97202



1 RECEIVED MAR 15 1990

March 13, 1990

Mr. Andy Cotugno
METRO
2000 SW 1st
Portland, OR 97201

Dear Mr. Cotugno:

Tri-Met has reviewed Volunteer Transportation, Inc.'s public notice for the 1990 16(b)(2) program, and has determined that there is a need for the services and that Tri-Met is and will be, unable to perform the functions the vehicles and equipment would provide.

In view of this, and the fact that the volunteer programs in the tri-county area are working together and with Tri-Met, we strongly endorse their application. We are presently soliciting proposals for a company to provide scheduling, recordkeeping and maintenance services to both the Tri-Met Paratransit fleet and volunteer programs, thereby increasing coordination and cost effectiveness. We hope these efforts can be supported by the 16(b)(2) program.

Sincerely,

A handwritten signature in cursive that reads "John R. Post".

John R. Post
Assistant General Manager

JRP:PW:et

c: Dave Unsworth
Lee LaFontaine
Volunteer Transportation, Inc.

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 90-1269 FOR THE PURPOSE
OF AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND
THE FEDERAL-AID URBAN (FAU) SYSTEM

Date: May 23, 1990

Presented by: Andrew Cotugno

PROPOSED ACTION

This action will initiate a request to the Federal Highway Administration (FHWA) to classify and designate under the Federal-Aid System:

- . NE 60th Avenue - NE Glisan Street to NE Halsey Street

Upon FHWA approval, the status of the facility within the noted termini will be functionally classified as a collector, and assigned a Federal-Aid number, thereby permitting use of federal funds for improvement.

TPAC has reviewed this amendment to the Functional Classification System and FAU System and recommends approval of Resolution No. 90-1269.

FACTUAL BACKGROUND AND ANALYSIS

The City of Portland has requested that a segment of NE 60th Avenue from NE Glisan Street to NE Halsey Street be added to the FAU system. Northeast 60th Avenue appears in the City of Portland Arterial Streets Classification Policy as a neighborhood collector street and a minor transit street. It allows vehicular access to I-84 and the light rail station adjacent to I-84.

Southeast 60th Avenue and NE 60th Avenue from SE Division Street to NE Glisan Street is currently classified as a collector and designated as FAU 9847. The added segment will essentially become an extension of that designation.

Designation of the added segment under the FAU system will allow the City to utilize FAU funding in the design and construction of any future improvements of this street.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 90-1269.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 90-1269
FUNCTIONAL CLASSIFICATION SYSTEM)
AND THE FEDERAL-AID URBAN SYSTEM) Introduced by Mike Ragsdale,
Chair, Joint Policy Advisory
Committee on Transportation

WHEREAS, The City of Portland has requested that a segment of NE 60th Avenue be functionally reclassified and federally designated; and

WHEREAS, This requested street change has been brought about to support a collector function between NE Glisan Street and NE Halsey Street; and

WHEREAS, To be eligible for federal funds, streets undergoing roadway improvements must be functionally classified and federally designated; and

WHEREAS, The proposed change is consistent with the functions serving the traffic circulation patterns associated with the segment and is consistent with the City of Portland Arterial Streets Classification Policy; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service amends the Functional Classification System to add as collector: NE 60th Avenue -- NE Glisan Street to NE Halsey Street.
2. That a Federal-Aid route number be assigned to the added segment in accordance with Exhibit A.
3. That Metro staff coordinate the amendments with

the Oregon Department of Transportation.

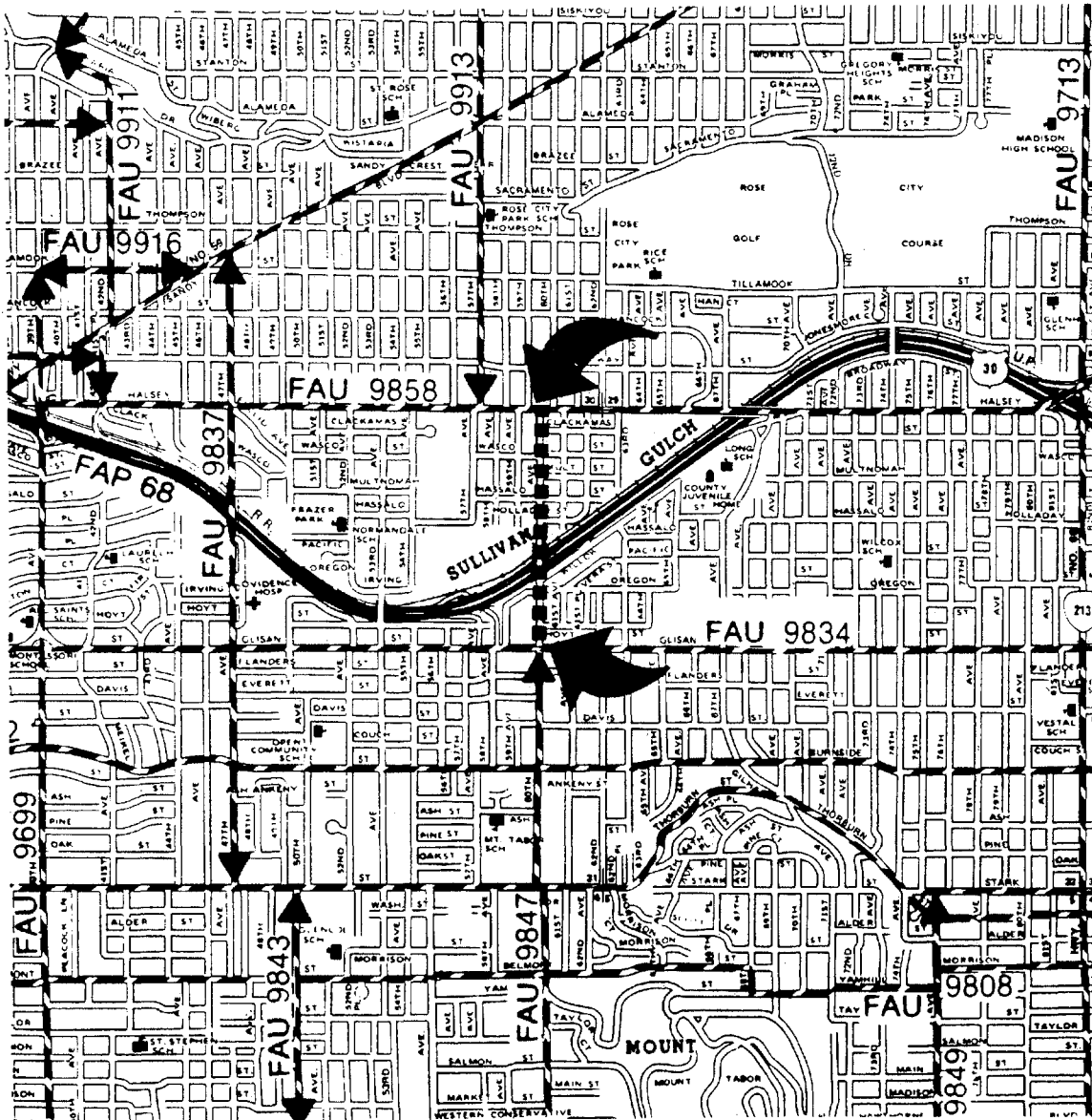
4. That the Council of the Metropolitan Service District hereby finds the project in accordance with the Regional Transportation Plan and hereby gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1990.

Tanya Collier, Presiding Officer

EXHIBIT A

Add as collector: NE 60th Avenue
From NE Glisan Street (FAU 9834)
To NE Halsey Street (FAU 9858)



STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 90-1275 FOR THE PURPOSE
OF TRANSFERRING \$1,700,000 OF INTERSTATE TRANSFER FUNDS
TO THE HAWTHORNE BRIDGE PROJECT FROM THE SCHOLLS/SKY-
LINE PROJECT

Date: May 23, 1990

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would transfer unused Interstate Transfer funds from Scholls/Skyline to the Hawthorne Bridge Project. By combining these funds with currently allocated Highway Bridge Replacement Funds (\$1,040,000), attainment of the 50 percent rule (FHWA will not participate where the federal share is less than 50 percent) will have been met.

TPAC has reviewed this TIP amendment for transfer of funds and recommends approval of Resolution No. 90-1275.

FACTUAL BACKGROUND AND ANALYSIS

In 1984, Multnomah County requested HBRR funds from the State for the replacement of the Hawthorne Bridge Transition Structure. Subsequently, in 1986, the State of Oregon and Multnomah County entered into an agreement to reconstruct the Transition Structure; this agreement provided full funding for the project to come from the HBRR program with appropriate local match. Since 1984, construction of the Transition Structure has been delayed at the request of the State due to lack of available funding. In June of 1988, the County received notice from the State that the HBRR funding allocation to the Hawthorne Bridge had been reduced by 64 percent. Despite the original agreement, the County has been allocated only \$1,040,000 for construction of the \$5,000,000 Transition Structure replacement and has already spent some \$500,000 in County funds to keep the Transition Structure in an operable condition. However, FHWA requires that at least 50 percent of the construction costs be federal share before it will participate in funding a project. As a result, the \$1,040,000 of HBRR funding is insufficient to meet this 50 percent minimum requirement. The transfer of \$1.7 million from the Scholls/Skyline project (ODOT) to the Hawthorne Bridge Transition Structure and a commitment from ODOT to provide sufficient HBRR funds to attain at least 50 percent federal participation will fulfill the funding requirement on this project.

	<u>Federal \$</u>
Bridge Replacement Funds	
Allocated	\$1,040,000
Requested	1,460,000
Interstate Transfer	
Funds Proposed	<u>1,700,000</u>
Total	\$4,200,000

The current allocation of \$1.7 million of Interstate Transfer funds to the Scholls/Skyline project are to be supplanted with improvements funded as part of the Sunset Highway project.

Multnomah County will continue to request additional HBRR funds from ODOT to supplement those already allocated. It is especially important that these additional funds be made available in a timely manner -- the County has estimated that \$800,000 of maintenance repairs will be necessary if the Transition Structure is not replaced by 1992.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 90-1275.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF TRANSFERRING)	RESOLUTION NO. 90-1275
\$1,700,000 OF INTERSTATE TRANSFER)	
FUNDS TO THE HAWTHORNE BRIDGE)	Introduced by Mike Ragsdale,
PROJECT FROM THE SCHOLLS/SKYLINE)	Chair, Joint Policy Advisory
PROJECT)	Committee on Transportation

WHEREAS, Metro Resolution No. 85-599 amended the Transportation Improvement Program to include the Hawthorne Bridge Transition Structure using Highway Bridge Replacement and Rehabilitation Funds (HBRR); and

WHEREAS, The State of Oregon has experienced cuts in HBRR funds and has reduced the original allocation to the Hawthorne Bridge Transition Structure; and

WHEREAS, Unobligated Interstate Transfer funds for the Scholls/Skyline project are available for use on the Hawthorne Bridge project; and

WHEREAS, Use of these funds coupled with HBRR funds currently allocated to the Hawthorne Bridge project will fulfill the FHWA requirement for federal participation; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District hereby declares:

1. That Multnomah County continue to seek sufficient HBRR funding from ODOT to meet the minimum 50 percent federal participation requirement.

2. That Federal-Aid Interstate Transfer funds in the

amount of \$1,700,000 be transferred to the Hawthorne Bridge Transition Structure from the Scholls/Skyline project.

3. That the Transportation Improvement Program be amended to reflect these actions.

4. That request(s) by Multnomah County for additional HBRR funds for use on the Transition Structure is endorsed.

5. That the Council of the Metropolitan Service District hereby finds the project in accordance with the Regional Transportation Plan and hereby gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1990.

Tanya Collier, Presiding Officer

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 90-1276 FOR THE PURPOSE
OF APPROVING AN AMENDMENT TO THE FY 1991 UNIFIED WORK
PROGRAM (UWP)

Date: May 23, 1990

Presented by: Andrew Cotugno

PROPOSED ACTION

This resolution would approve a new work task to be included in the FY 91 Unified Work Program (UWP). The task will be a pass-through to Tri-Met to study "minority/women business utilization in public/private contracts."

TPAC has reviewed this FY 91 UWP amendment and recommends approval of Resolution No. 90-1276.

FACTUAL BACKGROUND AND ANALYSIS

The UMTA FY 90-91 Section 8 planning funds included a national funding set-aside to assist transit agencies in "developing historical records of discrimination on which transit authorities' existing minority business set-aside programs must be based."

Tri-Met, Multnomah County and other tri-county jurisdictions are developing a survey and analyzing the results through which public jurisdictions may be accountable for contracting practices that are equitable for all vendors and contractors.

Application for these Section 8 funds must be through Metro's Section 8 grant. Therefore, a revised grant application will be submitted to UMTA along with the newly approved UWP task.

Council approval of this FY 91 UWP amendment will enable Tri-Met to apply through Metro for \$20,000 Section 8 funds to carry out this congressionally mandated study.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 90-1276.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF APPROVING AN) RESOLUTION NO. 90-1276
AMENDMENT TO THE FY 91 UNIFIED)
WORK PROGRAM (UWP)) Introduced by Mike Ragsdale,
Chair, Joint Policy Advisory
Committee on Transportation

WHEREAS, The Unified Work Program describes all federal-ly-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 1991; and

WHEREAS, The FY 1991 Unified Work Program indicates federal funding sources for transportation planning activities carried out by the Metropolitan Service District, Intergovernmental Resource Center of Clark County, the Oregon Department of Transportation, Tri-Met and the local jurisdictions; and

WHEREAS, The FY 1991 Unified Work Program was approved by Council on April 26, 1990; and

WHEREAS, Tri-Met wishes to amend the UWP to add a new work task entitled "Minority/Women Business Utilization in Public/Private Contracts"; now, therefore,

BE IT RESOLVED,

That the Council of the Metropolitan Service District hereby declares:

1. That the FY 1991 Unified Work Program is amended to include a new work task as reflected in Exhibit A.

2. That the Metropolitan Service District Executive Officer is authorized to submit a revised FY 91 Section 8 grant application.

ADOPTED by the Council of the Metropolitan Service District this ____ day of _____, 1990.

Tanya Collier, Presiding Officer

EXHIBIT A

UNIFIED WORK PROGRAM

Special Area Planning

Program Objectives

- A. Study of Minority/Women Business Utilization in Public and Private Contracts
 - 1. Factual findings to determine if discrimination exists in contracting and to what extent.
 - 2. An economic and market analysis of M/WBE contractors.
 - 3. Legal conclusions.
 - 4. Recommendation for legislative/administrative actions resulting from such findings and conclusions.

Relation to Previous Work

- A. Study of Minority/Women Business Utilization in Public and Private Contracts

This is a new program.

Products

- A. Study of Minority/Women Business Utilization in Public and Private Contracts
 - 1. Summary of factual findings.
 - 2. Economic/market analysis.
 - 3. Legal analysis and conclusions.
 - 4. Recommendations for legislative/administrative action and M/WBE program design.

Tri-Met

Personnel	0
M&S	<u>25,000</u>
	25,000

Funding

FY 91 Sec. 8	
(08-0063)	20,000
Tri-Met Match	<u>5,000</u>
	25,000



METRO

2000 S W First Avenue
Portland, OR 97201-5398
503 221-1646

Memorandum

DATE: April 11, 1990

TO: Joint Policy Advisory Committee on Transportation
(JPACT)

FROM: *AC* Andrew C. Cotugno, Transportation Director

RE: JPACT BYLAWS AMENDMENT

The Metro Council Intergovernmental Relations Committee, at their April 10, 1990 meeting, approved a motion to seek JPACT's concurrence on a possible amendment to the JPACT Bylaws:

To require that the city of largest population be either the member or the alternate for the "Cities of each County" if that city's population constitutes the majority of the population of all the cities represented in that county.

A copy of the proposed amendment is attached together with an analysis of the various city populations in each county. According to these data, only the seat for the "Cities of Multnomah County" would be affected by this amendment. Action on the proposal will be scheduled for the May 10 JPACT meeting.

ACC:mk

Attachments

PROPOSED AMENDMENT

Article IV - Committee Membership

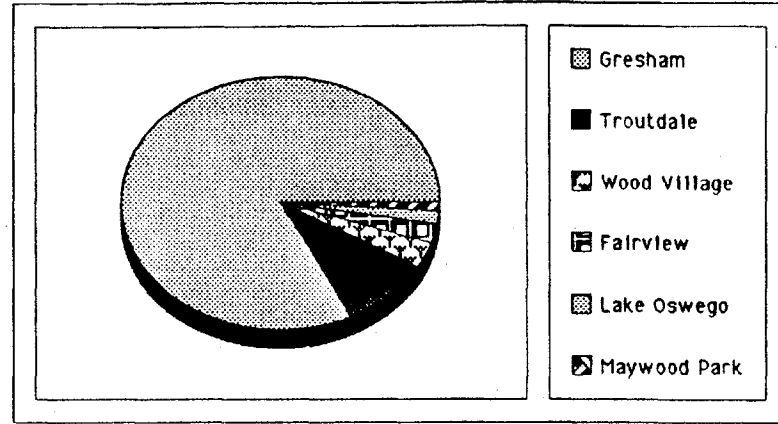
Section 2. Appointment of Members and Alternates

b. Members and alternates from the Cities of Multnomah, Washington and Clackamas Counties will be elected officials from the represented cities of each county (except Portland) and will be appointed through the use of a mail ballot of all represented cities based upon a consensus field of candidates developed through a forum convened by the largest city being represented. The member and alternate will be from different jurisdictions, one of which will be from the city of largest population if that city's population constitutes the majority of the population of all the cities represented for that county. The member and alternate will serve for two-year terms. In the event the member's position is vacated, the alternate will automatically become member and complete the original term of office. The member and alternate will periodically consult with the appropriated transportation coordinating committees for their area.

1989 City Population

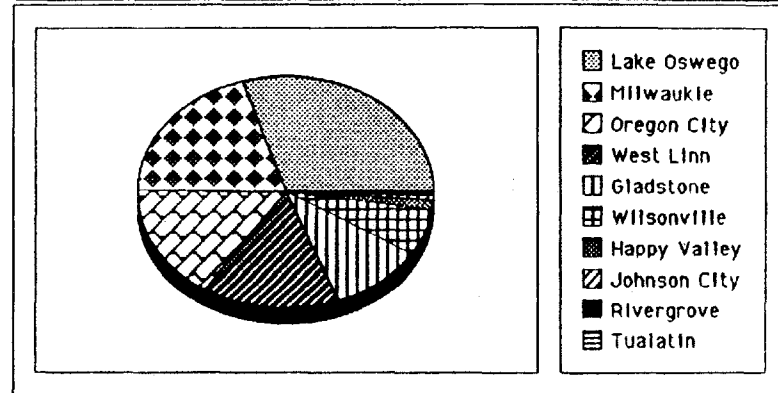
Multnomah County

	Population	% of Total
Gresham	65470	82.2%
Troutdale	7375	9.3%
Wood Village	2610	3.3%
Fairview	1975	2.5%
Lake Oswego	1430	1.8%
Maywood Park	830	1.0%
Total	79690	100.00%



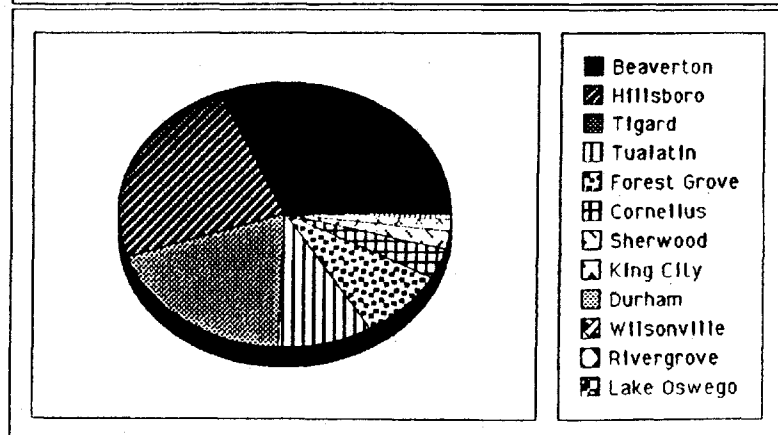
Clackamas County

	Population	% of Total
Lake Oswego	27990	29.8%
Milwaukie	18830	20.0%
Oregon City	14975	15.9%
West Linn	14270	15.2%
Gladstone	9685	10.3%
Wilsonville	5770	6.1%
Happy Valley	1530	1.6%
Johnson City	480	0.5%
Rivergrove	305	0.3%
Tualatin	160	0.2%
Total	93995	100.0%



Washington County

	Population	% of Total
Beaverton	44265	31.3%
Hillsboro	33810	23.9%
Tigard	27050	19.1%
Tualatin	13180	9.3%
Forest Grove	12180	8.6%
Cornellius	5105	3.6%
Sherwood	3000	2.1%
King City	1955	1.4%
Durham	800	0.6%
Wilsonville	30	0.0%
Rivergrove	30	0.0%
Lake Oswego	5	0.0%
Total	141410	100.0%



GROWTH MANAGEMENT ACT
ENGROSSED SUBSTITUTE HOUSE BILL 2929

PART III - REGIONAL TRANSPORTATION PLANS
SUMMARY

SECTION 53. INTENT -- TRANSPORTATION PLANNING.

* LEGISLATURE DECLARES IT IN THE STATE'S INTEREST TO ESTABLISH A COORDINATED PLANNING PROGRAM FOR REGIONAL TRANSPORTATION SYSTEMS AND FACILITIES THROUGHOUT THE STATE.

SECTION 54. REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS AUTHORIZED.

* LEGISLATURE AUTHORIZES THE CREATION OF REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS (RTPO'S).

* RTPO'S ARE FORMED THROUGH VOLUNTARY ASSOCIATION OF LOCAL GOVERNMENTS (ALL COUNTIES ARE ELIGIBLE, NOT JUST THOSE TWELVE REQUIRED TO PLAN BY ESHB 2929 PART I).

* RTPO'S MUST ENCOMPASS AT LEAST ONE COMPLETE COUNTY, AND HAVE A MINIMUM POPULATION OF 100,000. AREAS WITH LESS THAN 100,000 POPULATION MAY FORM AN RTPO BY INCLUDING AT LEAST THREE COUNTIES.

* RTPO'S MUST HAVE AS MEMBERS ALL COUNTIES WITHIN THE REGION, AND AT LEAST 60% OF THE CITIES AND TOWNS REPRESENTING AT LEAST 75% OF THE CITY AND TOWN POPULATION.

* WSDOT MUST VERIFY THAT EACH RTPO MEETS THE QUALIFICATION AND ORGANIZATIONAL REQUIREMENTS.

* IN REGIONS WHERE THERE ARE METROPOLITAN PLANNING ORGANIZATIONS (MPO), THE RTPO MUST BE THE SAME ORGANIZATION AS THE MPO.

SECTION 55. REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS--
DUTIES.

* RTPO'S MUST CERTIFY THAT LOCAL COMPREHENSIVE PLAN TRANSPORTATION ELEMENTS CONFORM TO STATE PLANNING REQUIREMENTS, AND ARE CONSISTENT WITH THE REGIONAL TRANSPORTATION PLAN.

* RTPO'S MUST DEVELOP A REGIONAL TRANSPORTATION PLAN THAT ADDRESSES EXISTING OR PLANNED REGIONAL TRANSPORTATION FACILITIES OR SERVICES.

* RTPO'S MUST DESIGNATE EITHER A REGIONAL COUNCIL, A COUNTY, CITY OR TOWN AGENCY, OR A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION DISTRICT OFFICE AS THE LEAD PLANNING AGENCY FOR THE RTPO.

* RTPO'S MUST REVIEW THE REGIONAL TRANSPORTATION PLAN EVERY TWO YEARS.

* RTPO'S MUST FORWARD THE ADOPTED REGIONAL TRANSPORTATION PLAN, AND DOCUMENTATION OF THE BIENNIAL REVIEW TO WSDOT.

* ALL TRANSPORTATION PROJECTS THAT HAVE AN IMPACT UPON REGIONAL FACILITIES OR SERVICES MUST BE CONSISTENT WITH THE REGIONAL TRANSPORTATION PLAN.

* WSDOT MUST ESTABLISH MINIMUM STANDARDS FOR REGIONAL TRANSPORTATION PLAN DEVELOPMENT, FACILITATE COORDINATION BETWEEN RTPO'S, AND JOINTLY PLAN IMPROVEMENTS AND STRATEGIES WITH THE RTPO.

SECTION 56. TRANSPORTATION POLICY BOARDS.

* RTPO'S MUST CREATE A TRANSPORTATION POLICY BOARD TO PROVIDE POLICY ADVICE TO THE RTPO.

* THE TRANSPORTATION POLICY BOARD MUST ALLOW REPRESENTATIVES OF MAJOR EMPLOYERS, WSDOT, TRANSIT DISTRICTS, PORT DISTRICTS, AND LOCAL GOVERNMENTS TO PARTICIPATE IN POLICY MAKING.

SECTION 57. ALLOCATION OF REGIONAL TRANSPORTATION PLANNING FUNDS.

* FUNDING FOR THE REGIONAL TRANSPORTATION PLANNING PROGRAM WILL BE PROVIDED THROUGH BIENNIAL APPROPRIATIONS TO WSDOT.

* FUNDING WILL BE ALLOCATED WITH A BASE AMOUNT, PLUS A PER CAPITA AMOUNT BY COUNTY.

* FUNDING WILL BE ALLOCATED TO LEAD PLANNING AGENCIES DESIGNATED BY THE RTPO.

* AN AMOUNT WILL BE SET ASIDE FOR A DISCRETIONARY GRANT PROGRAM FOR SPECIAL REGIONAL TRANSPORTATION PLANNING PROJECTS TO BE ADMINISTERED BY WSDOT.

* (NOTE: THE WSDOT APPROPRIATIONS BILL PROVIDED THAT FUNDS ALLOCATED TO COUNTIES WHO CHOSE NOT TO PARTICIPATE IN THE REGIONAL TRANSPORTATION PLANNING PROGRAM SHALL BE REALLOCATED TO THE DISCRETIONARY GRANT PROGRAM)

GROWTH MANAGEMENT ACT
ENGROSSED SUBSTITUTE HOUSE BILL 2929

SUMMARY OF TRANSPORTATION COMPONENTS
PART I - GOALS AND PLANNING

SECTION 2. PLANNING GOALS.

* DEFINES 13 GOALS FOR THE PURPOSE OF GUIDING THE DEVELOPMENT OF LOCAL COMPREHENSIVE PLANS AND DEVELOPMENT REGULATIONS. GOALS WITH TRANSPORTATION IMPLICATIONS ARE:

GOAL 1 - URBAN GROWTH. "ENCOURAGE DEVELOPMENT IN URBAN AREAS WHERE ADEQUATE PUBLIC FACILITIES AND SERVICES EXIST OR CAN BE PROVIDED IN AN EFFICIENT MANNER."

GOAL 2 - REDUCE SPRAWL. "REDUCE THE INAPPROPRIATE CONVERSION OF UNDEVELOPED LAND INTO SPRAWLING, LOW-DENSITY DEVELOPMENT."

GOAL 3 - TRANSPORTATION. " ENCOURAGE EFFICIENT MULTIMODAL TRANSPORTATION SYSTEMS THAT ARE BASED ON REGIONAL PRIORITIES AND COORDINATED WITH COUNTY AND CITY COMPREHENSIVE PLANS."

GOAL 11 - CITIZEN PARTICIPATION AND COORDINATION. "ENCOURAGE THE INVOLVEMENT OF CITIZENS IN THE PLANNING PROCESS AND ENSURE COORDINATION BETWEEN COMMUNITIES AND JURISDICTIONS TO RECONCILE CONFLICTS."

GOAL 12 - PUBLIC FACILITIES AND SERVICES - "ENSURE THAT THOSE PUBLIC FACILITIES AND SERVICES NECESSARY TO SUPPORT DEVELOPMENT SHALL BE ADEQUATE TO SERVE THE DEVELOPMENT AT THE TIME THE DEVELOPMENT IS AVAILABLE FOR OCCUPANCY AND USE WITHOUT DECREASING CURRENT SERVICE LEVELS BELOW LOCALLY ESTABLISHED MINIMUM STANDARDS."

SECTION 4. WHO MUST PLAN

* ALL COUNTIES (AND THE CITIES WITHIN SUCH COUNTIES) THAT HAVE OVER 50,000 POPULATION AND HAVE HAD A POPULATION INCREASE OF OVER 10% IN THE PREVIOUS TEN YEARS.

* ALL COUNTIES (AND CITIES WITHIN SUCH COUNTIES) REGARDLESS OF POPULATION THAT HAVE HAD A POPULATION INCREASE OF OVER 20% OVER THE PREVIOUS TEN YEARS.

* CURRENTLY, THESE CRITERIA APPLY TO TWELVE COUNTIES (CLARK, THURSTON, PIERCE, KING, SNOHOMISH, SKAGIT, WHATCOM, ISLAND, KITSAP, MASON, JEFFERSON, SAN JUAN).

* ANY COUNTY THAT DOES NOT MEET THESE CRITERIA MAY CHOOSE TO PLAN ACCORDING TO THE ACT.

* COUNTIES AND CITIES REQUIRED TO PLAN MUST ADOPT A COMPREHENSIVE PLAN BY JULY 1, 1993. THOSE OPTING INTO THE PROGRAM MUST ADOPT A PLAN WITHIN THREE YEARS FROM WHEN THEY OPT IN.

SECTION 7. COMPREHENSIVE PLANS - MANDATORY ELEMENTS.

* COUNTIES AND CITIES REQUIRED TO PLAN MUST DEVELOP A COMPREHENSIVE PLAN WITH A LAND USE, HOUSING, CAPITAL FACILITIES, UTILITIES, RURAL(COUNTIES ONLY), AND TRANSPORTATION ELEMENT.

* THE TRANSPORTATION ELEMENT MUST IMPLEMENT, AND BE CONSISTENT WITH, THE LAND USE ELEMENT.

* THE TRANSPORTATION ELEMENT MUST HAVE THE FOLLOWING SUB-ELEMENTS:

- LAND USE ASSUMPTIONS
- FACILITY AND SERVICE NEEDS, INCLUDING:
 - AN INVENTORY OF AIR, WATER, AND LAND TRANSPORTATION FACILITIES AND SERVICES, INCLUDING TRANSIT ALIGNMENTS.
 - REGIONALLY COORDINATED LEVEL OF SERVICE STANDARDS FOR ARTERIALS AND TRANSIT ROUTES.
 - RECOMMENDED ACTIONS FOR CORRECTING CURRENTLY DEFICIENT FACILITIES AND SERVICES .
 - AT LEAST 10 YEAR TRAVEL FORECASTS.
 - IDENTIFICATION OF SYSTEM EXPANSION AND TRANSPORTATION SYSTEM MANAGEMENT NEEDS.
- FINANCE, INCLUDING ANALYSIS OF FUNDING CAPABILITY AND A MULTI-YEAR FINANCING PLAN. THIS FINANCING PLAN WILL SERVE AS THE BASIS FOR SIX YEAR ROAD, STREET, OR TRANSIT PROGRAMS. IF FUNDING FALLS SHORT OF NEEDS, THE PLAN MUST ADDRESS HOW ADDITIONAL REVENUE WILL BE RAISED, OR HOW LAND USE ASSUMPTIONS WILL BE REASSESSED TO ENSURE ATTAINMENT OF LEVEL OF SERVICE STANDARDS.
- INTERGOVERNMENTAL COORDINATION
- DEMAND MANAGEMENT STRATEGIES

* LOCAL GOVERNMENTS THAT ARE REQUIRED TO PLAN, OR WHO CHOOSE TO PLAN UNDER THE ACT, MUST ADOPT AND ENFORCE "CONCURRENCY" ORDINANCES WHICH PROHIBIT DEVELOPMENT

APPROVAL IF ADEQUATE TRANSPORTATION FACILITIES AND SERVICES ARE NOT IN PLACE CONCURRENT WITH THE DEVELOPMENT.

* LOCAL COMPREHENSIVE PLAN TRANSPORTATION ELEMENTS AND SIX YEAR PROGRAMS FOR ROADS, STREETS, AND TRANSIT MUST BE CONSISTENT.

SECTION 10. COMPREHENSIVE PLANS -- MUST BE COORDINATED

* LOCAL COMPREHENSIVE PLANS WITHIN A REGION MUST BE COORDINATED AND CONSISTENT WITH EACH OTHER.

SECTION 11. COMPREHENSIVE PLANS -- URBAN GROWTH AREAS

* COUNTIES, AFTER CONSULTING WITH CITIES, MUST DESIGNATE URBAN GROWTH AREAS.

* ONLY NON-URBAN DEVELOPMENT IS ALLOWED OUTSIDE OF URBAN GROWTH AREAS.

SECTION 12. COMPREHENSIVE PLANS--DEVELOPMENT REGULATIONS AND CAPITAL PLANS-- IMPLEMENT IN CONFORMITY

* IN CITIES AND COUNTIES REQUIRED OR WHO CHOOSE TO PLAN, DEVELOPMENT REGULATIONS (E.G. ZONING) MUST BE CONSISTENT WITH THE COMPREHENSIVE PLAN. CAPITAL INVESTMENTS MUST BE IN CONFORMITY WITH THE COMPREHENSIVE PLAN.

SECTION 15.

* COUNTIES AND CITIES WHO ARE REQUIRED TO PLAN, OR WHO CHOOSE TO PLAN, UNDER THE ACT SHALL IDENTIFY LANDS USEFUL FOR PUBLIC PURPOSES, INCLUDING TRANSPORTATION CORRIDORS. THE JURISDICTION SHALL PREPARE A PRIORITIZED LIST OF SUCH LANDS, INCLUDING AN ESTIMATED DATE OF WHEN ACQUISITION WILL BE NEEDED. THESE PRIORITIES SHALL BE REFLECTED IN THE JURISDICTION'S CAPITAL BUDGET.

SECTIONS 22, 23, 24.

* DEVELOPMENT REGULATIONS (E.G. ZONING) OF CITIES AND COUNTIES NOT REQUIRED TO PLAN UNDER THIS ACT MUST BE CONSISTENT WITH THE CITY OR COUNTY COMPREHENSIVE PLAN BY JULY 1, 1992.

SECTIONS 30 AND 31

* WHERE URBAN GROWTH AREAS HAVE BEEN DESIGNATED, CITIES CANNOT ANNEX TERRITORY BEYOND THE URBAN GROWTH AREA.

SECTION 38

*** AUTHORIZES COUNTIES AND CITIES THAT PLAN UNDER THIS ACT TO IMPOSE AN ADDITIONAL REAL ESTATE EXCISE TAX TO FUND CAPITAL PROJECTS SPECIFIED IN A CAPITAL FACILITIES PLAN ELEMENT OF THE COMPREHENSIVE PLAN.**

SECTIONS 43 TO 48

*** AUTHORIZES COUNTIES AND CITIES THAT PLAN UNDER THIS ACT TO IMPOSE IMPACT FEES ON DEVELOPMENT TO PAY FOR PUBLIC FACILITIES.**

GROWTH MANAGEMENT ACT
ENGROSSED SUBSTITUTE HOUSE BILL 2929

PART III - REGIONAL TRANSPORTATION PLANS
SUMMARY

SECTION 53. INTENT -- TRANSPORTATION PLANNING.

* LEGISLATURE DECLARES IT IN THE STATE'S INTEREST TO ESTABLISH A COORDINATED PLANNING PROGRAM FOR REGIONAL TRANSPORTATION SYSTEMS AND FACILITIES THROUGHOUT THE STATE.

SECTION 54. REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS AUTHORIZED.

* LEGISLATURE AUTHORIZES THE CREATION OF REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS (RTPO'S).

* RTPO'S ARE FORMED THROUGH VOLUNTARY ASSOCIATION OF LOCAL GOVERNMENTS (ALL COUNTIES ARE ELIGIBLE, NOT JUST THOSE TWELVE REQUIRED TO PLAN BY ESHB 2929 PART I).

* RTPO'S MUST ENCOMPASS AT LEAST ONE COMPLETE COUNTY, AND HAVE A MINIMUM POPULATION OF 100,000. AREAS WITH LESS THAN 100,000 POPULATION MAY FORM AN RTPO BY INCLUDING AT LEAST THREE COUNTIES.

* RTPO'S MUST HAVE AS MEMBERS ALL COUNTIES WITHIN THE REGION, AND AT LEAST 60% OF THE CITIES AND TOWNS REPRESENTING AT LEAST 75% OF THE CITY AND TOWN POPULATION.

* WSDOT MUST VERIFY THAT EACH RTPO MEETS THE QUALIFICATION AND ORGANIZATIONAL REQUIREMENTS.

* IN REGIONS WHERE THERE ARE METROPOLITAN PLANNING ORGANIZATIONS (MPO), THE RTPO MUST BE THE SAME ORGANIZATION AS THE MPO.

SECTION 55. REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS-- DUTIES.

* RTPO'S MUST CERTIFY THAT LOCAL COMPREHENSIVE PLAN TRANSPORTATION ELEMENTS CONFORM TO STATE PLANNING REQUIREMENTS, AND ARE CONSISTENT WITH THE REGIONAL TRANSPORTATION PLAN.

* RTPO'S MUST DEVELOP A REGIONAL TRANSPORTATION PLAN THAT ADDRESSES EXISTING OR PLANNED REGIONAL TRANSPORTATION FACILITIES OR SERVICES.

* RTPO'S MUST DESIGNATE EITHER A REGIONAL COUNCIL, A COUNTY, CITY OR TOWN AGENCY, OR A WASHINGTON STATE DEPARTMENT OF TRANSPORTATION DISTRICT OFFICE AS THE LEAD PLANNING AGENCY FOR THE RTPO.

* RTPO'S MUST REVIEW THE REGIONAL TRANSPORTATION PLAN EVERY TWO YEARS.

* RTPO'S MUST FORWARD THE ADOPTED REGIONAL TRANSPORTATION PLAN, AND DOCUMENTATION OF THE BIENNIAL REVIEW TO WSDOT.

* ALL TRANSPORTATION PROJECTS THAT HAVE AN IMPACT UPON REGIONAL FACILITIES OR SERVICES MUST BE CONSISTENT WITH THE REGIONAL TRANSPORTATION PLAN.

* WSDOT MUST ESTABLISH MINIMUM STANDARDS FOR REGIONAL TRANSPORTATION PLAN DEVELOPMENT, FACILITATE COORDINATION BETWEEN RTPO'S, AND JOINTLY PLAN IMPROVEMENTS AND STRATEGIES WITH THE RTPO.

SECTION 56. TRANSPORTATION POLICY BOARDS.

* RTPO'S MUST CREATE A TRANSPORTATION POLICY BOARD TO PROVIDE POLICY ADVICE TO THE RTPO.

* THE TRANSPORTATION POLICY BOARD MUST ALLOW REPRESENTATIVES OF MAJOR EMPLOYERS, WSDOT, TRANSIT DISTRICTS, PORT DISTRICTS, AND LOCAL GOVERNMENTS TO PARTICIPATE IN POLICY MAKING.

SECTION 57. ALLOCATION OF REGIONAL TRANSPORTATION PLANNING FUNDS.

* FUNDING FOR THE REGIONAL TRANSPORTATION PLANNING PROGRAM WILL BE PROVIDED THROUGH BIENNIAL APPROPRIATIONS TO WSDOT.

* FUNDING WILL BE ALLOCATED WITH A BASE AMOUNT, PLUS A PER CAPITA AMOUNT BY COUNTY.

* FUNDING WILL BE ALLOCATED TO LEAD PLANNING AGENCIES DESIGNATED BY THE RTPO.

* AN AMOUNT WILL BE SET ASIDE FOR A DISCRETIONARY GRANT PROGRAM FOR SPECIAL REGIONAL TRANSPORTATION PLANNING PROJECTS TO BE ADMINISTERED BY WSDOT.

* (NOTE: THE WSDOT APPROPRIATIONS BILL PROVIDED THAT FUNDS ALLOCATED TO COUNTIES WHO CHOSE NOT TO PARTICIPATE IN THE REGIONAL TRANSPORTATION PLANNING PROGRAM SHALL BE REALLOCATED TO THE DISCRETIONARY GRANT PROGRAM)

M E M O R A N D U M

DATE: June 14, 1990

TO: Joint IRC Transportation Policy Committee and JPACT Members

FROM: *DL* Dean Lookingbill, IRC Transportation Manager

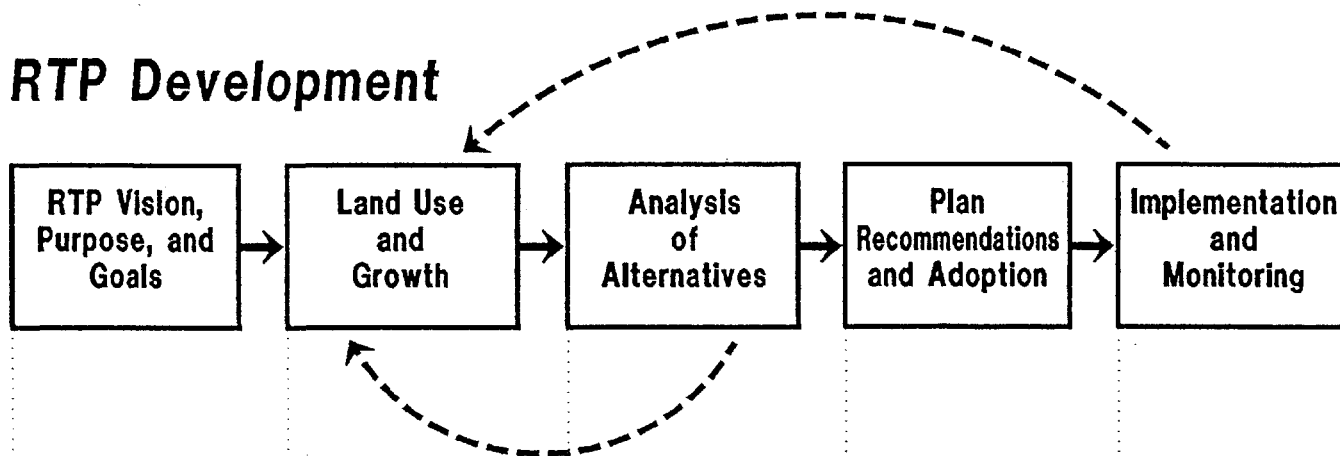
SUBJECT: Transportation Information Packet

C O N T E N T S

- ◆ **Regional Transportation Plan Approach and Policies**
- ◆ **Regional Transportation System**
- ◆ **Seattle - Portland - Clark County Growth Comparisons**
- ◆ **Portland - Vancouver High Capacity Transit Corridors**

Regional Transportation Plan Process

RTP Development

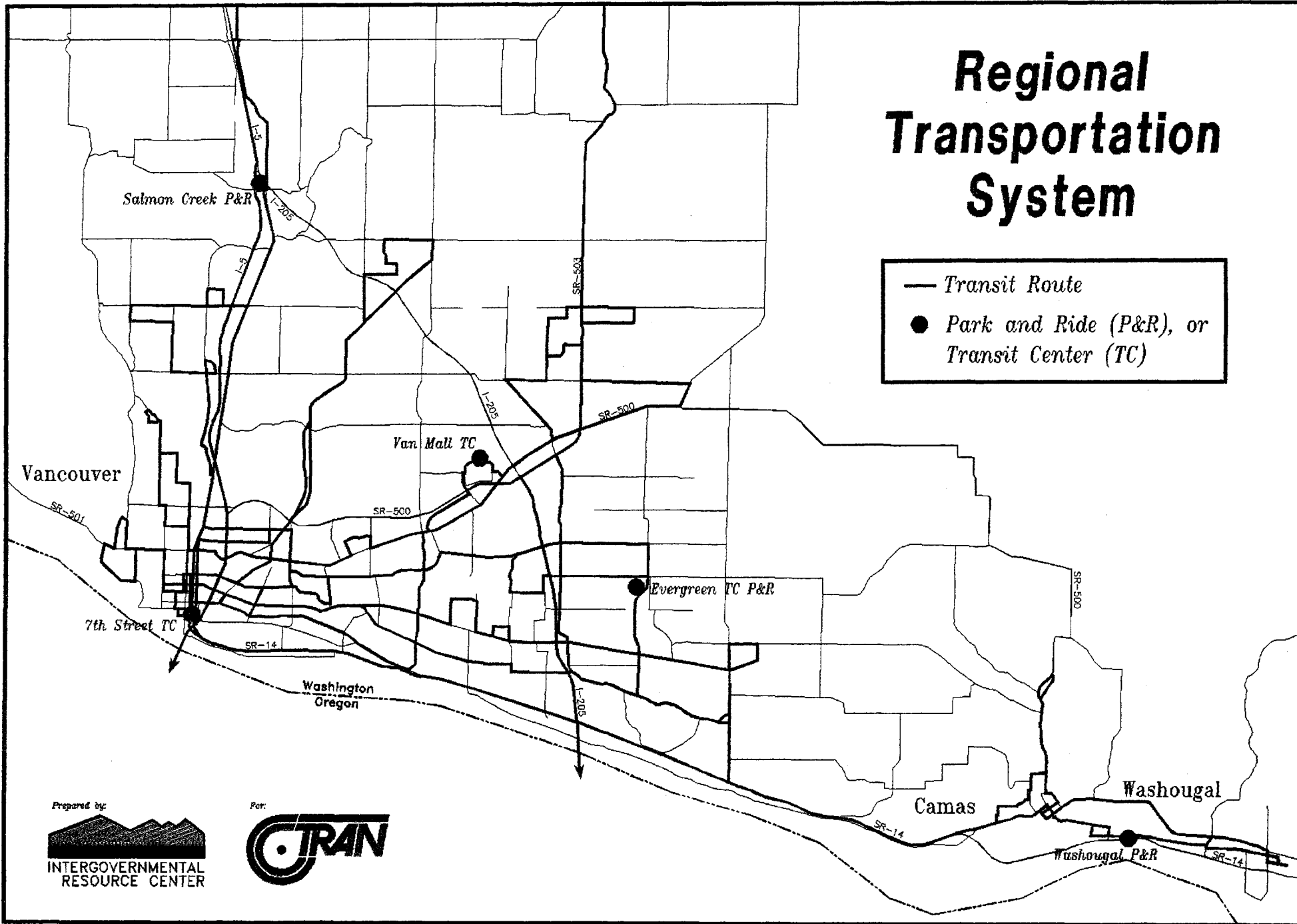


Tasks/Decisions

- | | | | | |
|---|---|---|---|---|
| <ul style="list-style-type: none"> ● <i>Mobility</i> ● <i>Environmental Impacts</i> ● <i>Costs</i> ● <i>State Transportation Plan</i> | <ul style="list-style-type: none"> ● <i>Existing Land Use</i> ● <i>Planned Land Use</i> ● <i>2010 Population and Employment Forecast</i> | <ul style="list-style-type: none"> ● <i>Regional System Priorities</i> ● <i>Analysis/Evaluation of Alternatives</i> ● <i>Financing Options</i> | <ul style="list-style-type: none"> ● <i>System Concept</i> ● <i>Highway</i> ● <i>Transit</i> ● <i>Financing</i> | <ul style="list-style-type: none"> ● <i>Transportation Committees</i> ● <i>IRC Board of Directors</i> ● <i>Member Agencies</i> |
|---|---|---|---|---|

Regional Transportation System

- Transit Route
- Park and Ride (P&R), or Transit Center (TC)



Prepared by:



For:

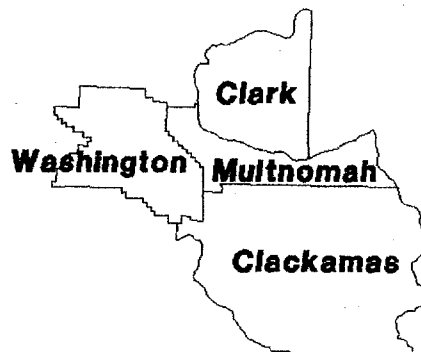


Regional Growth Comparison

Seattle



Portland-Vancouver



	1987	2010	Change
Population	2,484,800	3,607,200	45.2%
Employment	1,198,600	1,990,200	66.0%

	1987	2010	Change
Population	1,303,400	1,789,400	37.3%
Employment	635,600	929,400	46.2%

Clark County



	1987	2010	Change
Population	210,000	353,100	68.1%
Employment	64,000	113,000	76.5%

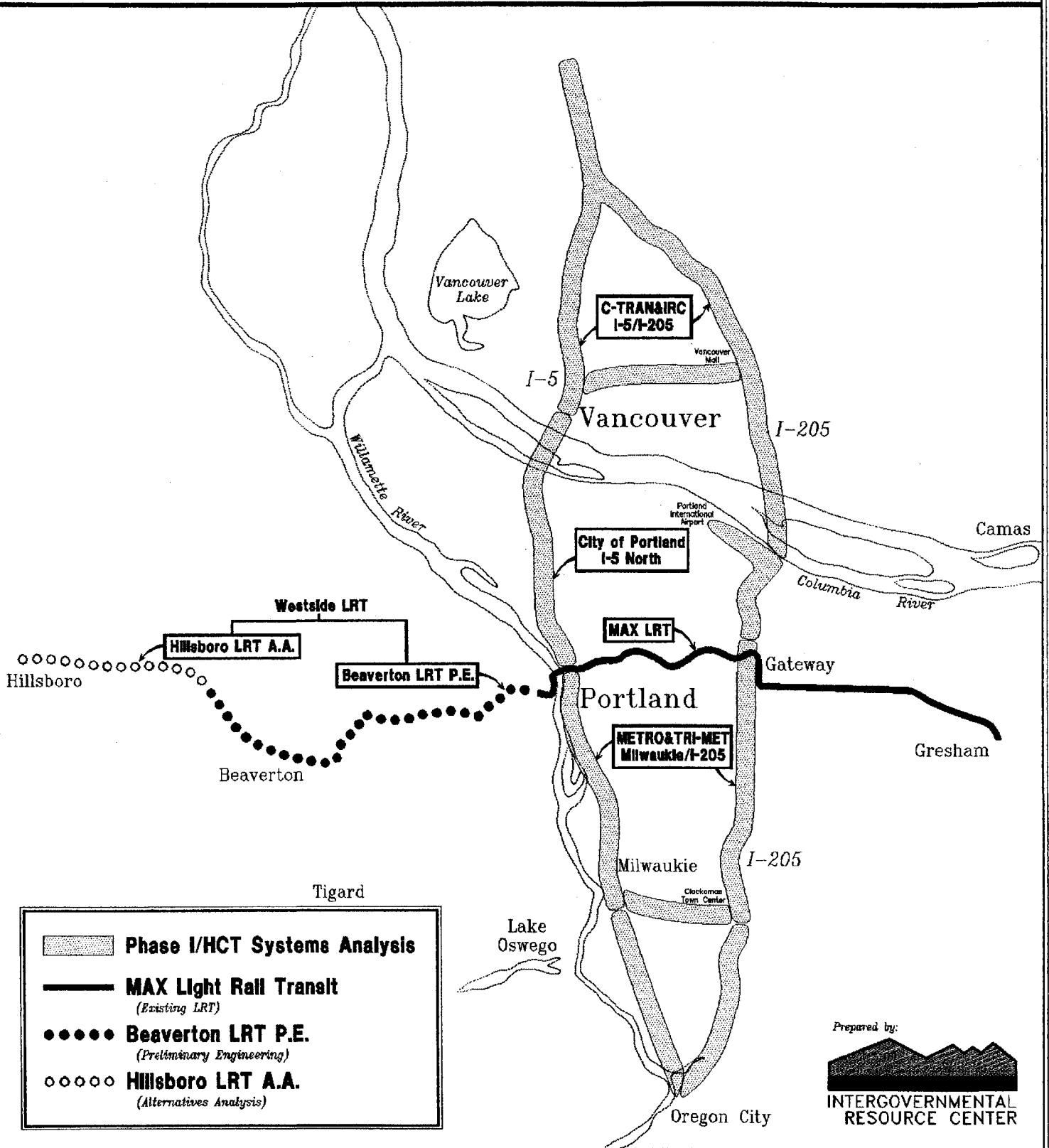
Transportation Demand

	1987	2010	Change
Trips Generated in Clark County	638,800	1,086,000	70.0%
Columbia River Crossings	172,400	268,000	55.4%

Prepared by:



Portland-Vancouver HCT/LRT Corridors



Joint JPACT/IRC Transportation Policy Committee Meeting

June 14, 1990

7:15 - 9:00 a.m.

Weyerhaeuser Room, Memorial Coliseum

- 15 min. I. Regular Business -- *see regular agenda*
- 5 min. II. Introduction and Purpose -- *Mike Ragsdale, JPACT Chairman; Dave Sturdevant, IRC Transportation Policy Committee Chairman*
- Introductions
 - Role of joint meeting per HCT resolution
 - Overview of today's agenda
 - Meeting frequency - 6 months
 - Invitation to next meeting in December
 - Next meeting subject - Bi-State Study Status
- 20 min. III. Metropolitan Growth and Transportation Issues -- *Keith Lawton, Metro, Director of Technical Services*
- Regional growth patterns; comparison to historical growth rates
 - Existing travel patterns, volumes, deficiencies
 - Areas affecting future growth - demographics, differing mode splits (CBD, suburban, MAX)
 - Future travel patterns, volumes, deficiencies
- 10 min. IV. RTP Overview -- *Andy Cotugno, Metro, Director of Transportation; Dean Lookingbill, IRC Transportation Manager*
- Policy emphasis embodied in RTPs
 - Description of improvement strategy in major corridors
 - Identification of major study efforts to implement the RTP
- 10 min. V. Break
- 10 min. VI. Status of State Programs - Emphasis on underlying policy objectives affecting the metro area
- WSDOT Policy Plan -- *Gary Demich, WSDOT, District 4 Administrator*
 - State Highway Plan -- *Robert Bothman, ODOT, Director*
- 10 min. VII. Washington State Growth Management Legislation (ESHB 2929) -- *Representative Busse Nutley*
- 10 min. VIII. Metro Urban Growth Management Forum -- *Ethan Seltzer, Metro, Land Use Planning Manager*

- Formation of Joint IRC Transportation Policy/JPACT Committee:
 - Almost 1 year ago JPACT took action on a resolution creating the Bi-State Study.
 - November/December of 1989 JPACT began to wrestle with an organizational structure for overseeing several high capacity transit studies being conducted throughout the region.

April 12, 1990, after considerable discussion by elected officials, JPACT adopted a resolution establishing an overall HCT organizational structure. A key part of the multi-committee structure is the Joint IRC Transportation Policy/JPACT Committee.

Purpose of the Joint IRC Transportation Policy/JPACT Committee:

- Oversee bi-state corridor planning and to review decisions involving regional priorities and financing of any LRT corridor after the Westside Corridor prior to consideration for adoption by JPACT or IRC.
- Clark County local jurisdictions have strongly advocated this regional approach because it is the only way to plan and build a truly regional HCT system.

High Capacity Transit Planning in Clark County - The C-TRAN Board of Directors in cooperation with local jurisdictions, WSDOT and IRC have undertaken an aggressive series of HCT planning activities.

- C-TRAN Board has committed \$646,000 in local revenue toward the following four interrelated studies: 1) Retrofittability of LRT on the I-205 Bridge, 2) HCT Options in the I-5 Corridor, 3) HCT Options in the I-205 Corridor and 4) the Bi-State Study.
- Completion schedule for all three studies is June 1991. At that time we will know if the I-205 bridge can be retrofitted for LRT and we will have defined the most plausible set of HCT options for both the I-5 and I-205 corridors.
- A full community participation process has been set in motion including citizen, technical and policy committees.

② Committed To Regional approach

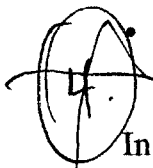


③

June 11, 1990

Re: Joint IRC TPC and JPACT Meeting

Page Three



Local officials have held briefings with both U.S. Senators, Senator Slade Gorton (April 9, 1990) and Senator Brock Adams (June 1, 1990).

In summary and as you can see from the attached agenda, there will also be a series of presentations by staff and a presentation on ESHB 2929 by Representative Busse Nutley. I have also attached the packet I will handout in regard to my brief presentation on agenda item IV, RTP Overview.

If you have any questions, please call.

\sm

Enclosures: Joint JPACT/IRC Transportation Policy Committee Agenda
RTP Overview Handout

Preliminary Implementation Plan

Recommendations described in this report are explained in the 1990 Report to the Washington State Legislature: Transportation Policy Plan for Washington State. Many Washington citizens participated in the development of these recommendations through an ongoing policy planning process. A key element of this process is the implementation of these recommendations.

This report provides a status on implementing the transportation policy plan recommendations. The 1990 Washington State Legislature is considering several proposals pertaining to these recommendations. A ► indicates those recommendations that require legislative action. Some recommendations are in the process of being implemented. A ◻ identifies those and provides a brief description of progress.

Many public and private transportation interests were considered in developing recommendations for the 1990 Transportation Policy Plan for Washington State. Coordination and cooperation among all transportation providers and users is necessary to ensure that Washington's present and future transportation needs are met. This preliminary implementation plan identifies some of the key participating agencies involved with the recommendations.

KEY

- Legislation required
- ◻ In progress
- No activity at this time

The list is not complete. As additional groups continue to be identified, and the plan is refined, actions will be modified as appropriate.

RECOMMENDATION	PARTICIPATING AGENCIES	STATUS
WORKING TOGETHER		
► Establish a statewide regional transportation planning process to coordinate transportation planning between jurisdictions.	Legislature, all transportation providers, WSDOT	A regional transportation planning program is part of a growth management proposal being considered by the Legislature as HB 2929. The proposal would authorize regional transportation planning organizations and provide state funding for regional transportation planning.
► Change existing laws to require local comprehensive plans to more effectively integrate transportation and land use planning.	Legislature, cities, counties, Dept. of Community Development	Changes to the local planning enabling laws have been included as part of a growth management proposal being considered by the Legislature (HB 2929 and HB 2841). These changes more clearly define content requirements for local comprehensive plan transportation elements, and require stronger ties between transportation planning and land use planning.
PROTECTING OUR INVESTMENTS		
► Provide sufficient funds to ensure preservation and safe operations of Washington's roads, streets, highways, and bridges.	Legislature, state and local government agencies	A transportation revenue package is under legislative consideration. Funding would be provided for state and local government preservation programs.

RECOMMENDATION

PARTICIPATING AGENCIES

STATUS

PROTECTING OUR INVESTMENTS *(continued)*

<p><input type="checkbox"/> Preservation shall be emphasized as the priority in funding transportation programs. Determine the proper level and sources of funds.</p>	<p>All transportation providers</p>	<p>Existing statute designates preservation as a priority in state transportation programs. The RJC estimates a minimum of \$28 billion in roadway preservation needs by the year 2000. Major transportation program priorities would be studied as part of the proposed 1990 legislative revenue package.</p>
<p>➤ Provide a permanent funding structure that will ensure preservation of state and county ferry systems.</p>	<p>Legislature, WSDOT and county governments</p>	<p>Legislation is under consideration to establish permanent funding for the state ferry system utilizing MVET funds. Separate bills have been introduced relating to funding county ferry systems.</p>
<p>➤ Conduct a study to determine a proper level and source of funding for preserving needed transit equipment and routes.</p>	<p>Legislature, WSDOT, Transit Agencies</p>	<p>A report, "Public Transportation Systems in Washington State: 1990 Summary" was submitted to the Legislative Transportation Committee for consideration. This report provides statewide and system by system operating indicators.</p>
<p><input type="checkbox"/> Continue freight rail planning to identify essential rail lines which should be preserved.</p>	<p>WSDOT, industry, local governments</p>	<p>Viable essential rail lines are identified in the State Rail Plan. An amendment to the 1984 rail plan was approved by the Transportation Commission in January, 1990. It evaluated three rail lines immediately threatened with abandonment.</p>
<p><input type="checkbox"/> Provide state support to port districts, counties, and cities to preserve airports of state significance.</p>	<p>WSDOT, local government, ports</p>	<p>This support is provided through the Washington State Continuous Airport System Plan (WSCASP) in the form of planning and project funding. Special studies within the WSCASP aid in preservation. Among these studies are "land use guidelines", "policy plan", "state guidelines for airports" and "finances". Future studies will also include liability issues and problems of smaller airports.</p>
<p><input type="checkbox"/> Preserve portions of the transportation system, especially roadway shoulders, for non motorized use.</p>	<p>WSDOT, local governments</p>	<p>WSDOT is continuing to widen shoulders on highway projects where applicable. The State Bicycle Advisory Committee will consider policies pertaining to other transportation systems.</p>

PERSONAL MOBILITY

<p>➤ Establish a state policy on urban mobility.</p>	<p>All transportation providers</p>	<p>Legislative revenue proposals would provide funds for reducing congestion. Growth management proposals would provide for travel demand management, planning and other measures identified by this recommendation.</p>
<p><input type="checkbox"/> Study the need for regional authorities to coordinate urban transportation investments, raise regional transportation revenues, and allocate funding to transportation projects.</p>	<p>All transportation providers</p>	<p>The State Transportation Policy Plan Steering Committee established a Programming Subcommittee to consider the issues related to regional coordination of programming activities.</p>
<p><input type="checkbox"/> Develop a mechanism to coordinate the delivery and funding of all rural and special needs public transportation programs, integrating social service, health care, and transportation objectives.</p>	<p>WSDOT, transit agencies, local government, Dept. of Social and Health Services</p>	<p>The steering committee established a subcommittee on special needs transportation to study this recommendation and other related issues.</p>

RECOMMENDATION

PARTICIPATING AGENCIES

STATUS

PERSONAL MOBILITY *(continued)*

Develop a program to establish and operate intermodal connection terminals at the community level.

WSDOT, local governments, transportation providers

Intermodal facilities in Wenatchee and Spokane have been identified and are in the pre-design and feasibility study stages. WSDOT is continuing to monitor other areas where such facilities may be useful.

Establish a state policy that encourages access to and the safe use of the transportation system by bicyclists and pedestrians.

Legislature, WSDOT, Bicycle Advisory Committee

The State Bicycle Advisory Committee will be working on a proposed state policy. Legislation relating to bicycle safety education and helmet use would enhance efforts to provide access and improve safety on roadway shoulders.

ECONOMIC OPPORTUNITY

Update the 1985 Ports and Transportation Systems Study

Legislature, WSDOT, public ports, industry

A Phase 1 study is underway on statewide water-borne commerce forecasts. A Phase 2 study is pending legislative appropriation to assess the forecasts and analyze projected facility and transportation needs. The Washington Public Ports Association and the Ports of Seattle and Tacoma are funding Phase 1.

Study future capacity requirements and locations for statewide cargo and air passenger services.

Department of Trade and Economic Development (DTED), WSDOT, P.S. Council of Governments, ports

DTED temporary port task force is studying various opportunities to expand the state's air cargo capacity. The Port of Seattle and Puget Sound Council of Governments will also be investigating alternatives for increasing air carrier capacity in the Puget Sound Region.

Continue to develop the Washington State Airport Systems Plan to provide airport operations forecasts, identify airport facility needs and benefits, and address other issues of importance to the aviation industry.

WSDOT, FAA, local governments, ports, industry

WSDOT, in cooperation with the FAA, is completing a multi-year airport system plan. This effort will provide needed forecast information and explore relevant aviation issues, such as airport carrier capacity and preservation, establish policies and financial needs.

Define and develop a system of heliports to serve state needs.

WSDOT

Due to limited FAA funding, this study has not been initiated. The study will be included in the 1991 WSCASP budget.

Conduct a highway commodity flow study to define highway freight movement needs.

WSDOT, counties, cities, industry

A scope of work for future study needs to be developed and funded.

Incorporate freight concerns into highway systems plans.

WSDOT, Dept. of Agriculture, industry

Recommendation to be included in Freight and Goods Subcommittee next phase of study.

Establish priorities and determine needed alignments for routes that serve ports.

WSDOT, ports, industry

Recommendation to be included in Freight and Goods Subcommittee work.

Identify and assess resources to improve a core system of all weather roads to move agricultural commodities

WSDOT, Dept. of Agriculture, counties, industry

Agriculture 2000 effort will examine this issue and seek funding for further study.

Identify options to mitigate impacts of urban congestion on freight movement

WSDOT, MPO's, local government

Recommendation to be included in Freight and Goods Subcommittee work.

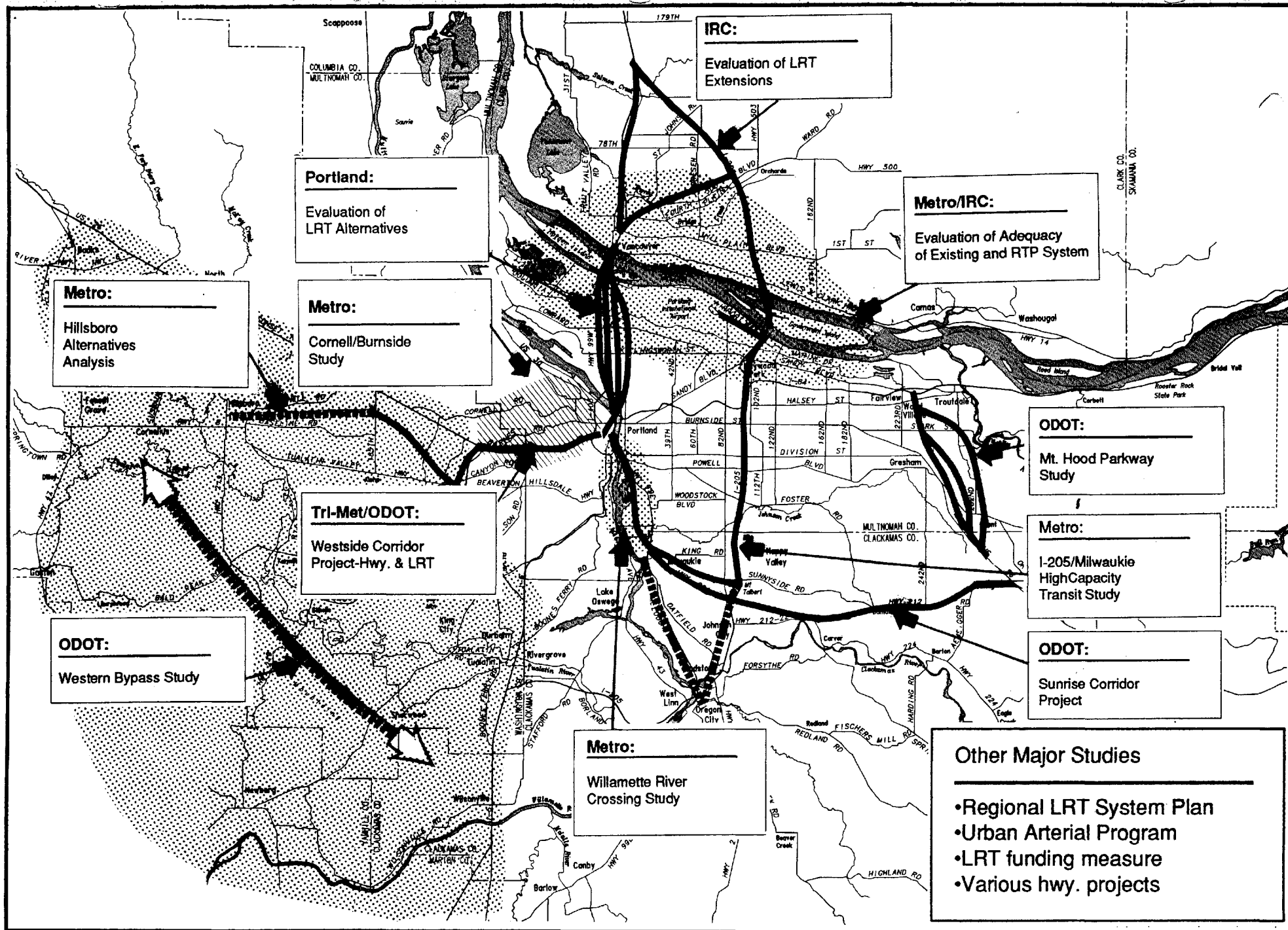
RECOMMENDATION	PARTICIPATING AGENCIES	STATUS
ECONOMIC OPPORTUNITY <i>(continued)</i>		
☐ Coordinate with other states to develop uniform regulations and develop a strategy to address the overweight imported container problem.	WSDOT, State Patrol, industry	Recommendation to be included in further policy planning study.
☐ Maximize the opportunities for safe, multiple uses of rights of way.	WSDOT	Issue to be examined by Freight and Goods Subcommittee
➤ Implement rail branch line rehabilitation assistance and corridor preservation program.	Legislature, WSDOT, counties, ports	Legislative authorization provided in 1989 with no appropriation for administration. Funds for program implementation under consideration in 1990 session.
➤ Implement rail right of way reservation program and state assistance to regional passenger rail transit authorities.	Legislature	Legislative authorization provided in 1989 with no appropriation for administration. Funds for program implementation under consideration in 1990 session.
☐ Seek support for additional federal freight rail preservation and safety program.	WSDOT	Federal legislation being monitored and funds have been requested.
➤ Established a special account to fund transportation projects in economically distress areas	Legislature	Monitoring growth management legislation that addresses economically distressed areas.
☐ Determine those aspects of the transportation system which should be targeted to enhance tourism. Subsequently, fund and implement recommendations.	WSDOT, Department of Trade and Economic Development (DTED)	Recommendation incorporated into WSDOT program development. DTED has formed an interagency coordination group to work on transportation issues.

Washington State Department of Transportation
 Transportation Planning Office
 Transportation Building, KF-01
 Olympia, WA 98504

BULK RATE
 U. POSTAGE
PAID
 PERMIT NO. 551
 OLYMPIA, WA

Preliminary Implementation Plan

Washington State
 1990 Transportation
 Policy Plan



EXCERPT FROM
RESOLUTION NO. 90-1179

IV. JOINT JPACT AND IRC TPC COMMITTEE

Joint JPACT/IRC Transportation Policy Committee meetings will be periodically convened to oversee bi-state corridor planning and to review decisions involving regional priorities and financing of any LRT corridor after the Westside Corridor prior to consideration for adoption by JPACT or IRC.

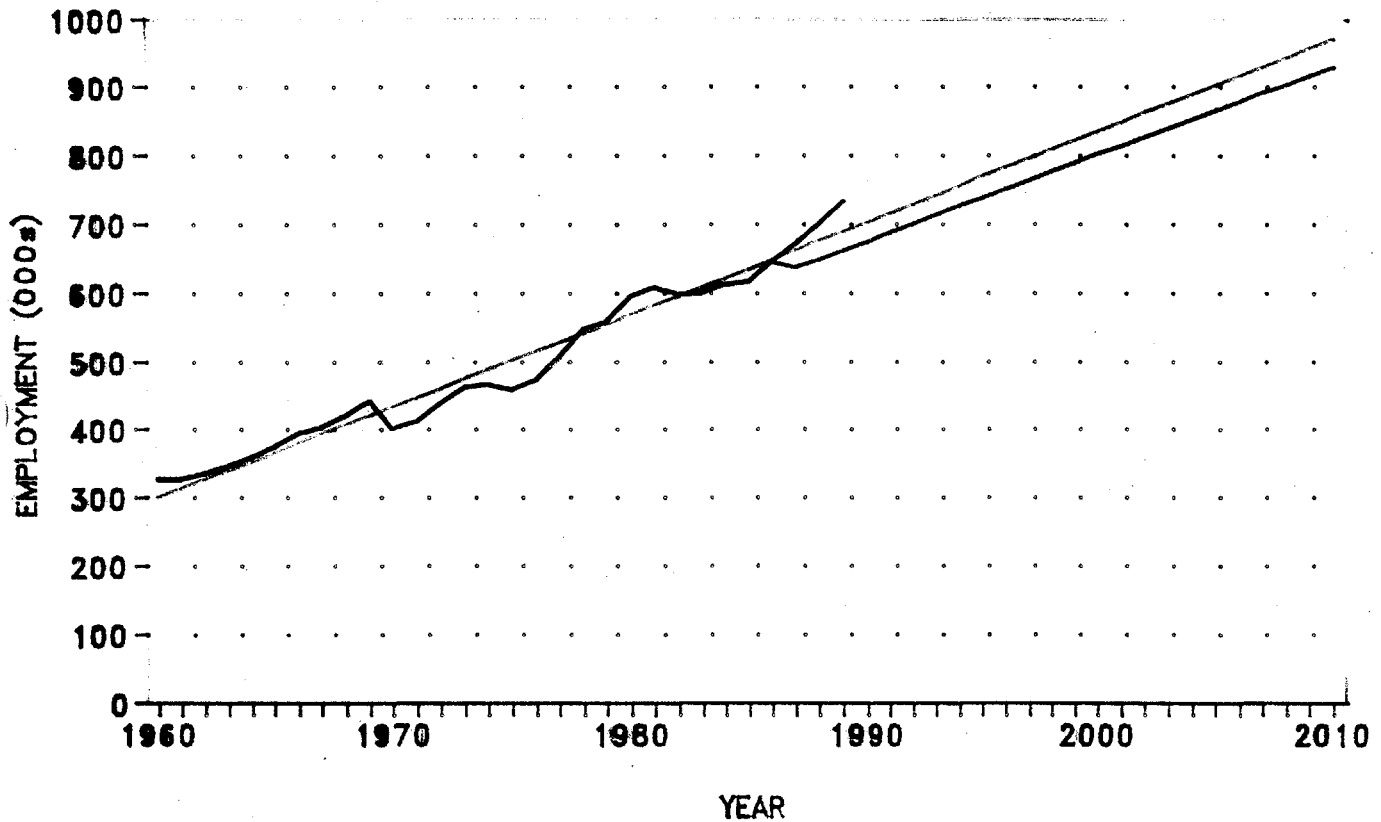
- A. Review evaluation of the adequacy of the existing transportation system and the currently adopted RTP for serving bi-state travel.
- B. Review I-5 and I-205 LRT corridor studies to ensure bi-state coordination; evaluate the implication of project decisions in Oregon on Washington and the implication of project decisions in Washington on Oregon.
- C. Endorse amendment to the RTPs adding or deleting potential bi-state long-range LRT corridors and alignments.
- D. Endorse final decisions relating to trade-offs between corridors that affect bi-state corridors.
- E. Review priorities for funding from regional and federal resources that affect bi-state corridors.
- F. Review further decisions affecting regional priority and financing from the I-205/Milwaukie Corridor study, including which segments should proceed to the full Alternatives Analysis/DEIS process.
- G. Review decisions on whether or not and when to advance the I-5 North Corridor and/or the I-205 extension into Clark County to the Alternatives Analysis/DEIS step.
- H. Review strategies and priorities for financing the remainder of the regional high capacity transit system.

METROPOLITAN GROWTH AND TRANSPORTATION ISSUES

- . REGIONAL GROWTH
- . REGIONAL TRAVEL
- . MAX
- . FACTORS AFFECTING TRANSIT USE

EMPLOYMENT 1960 - 2010

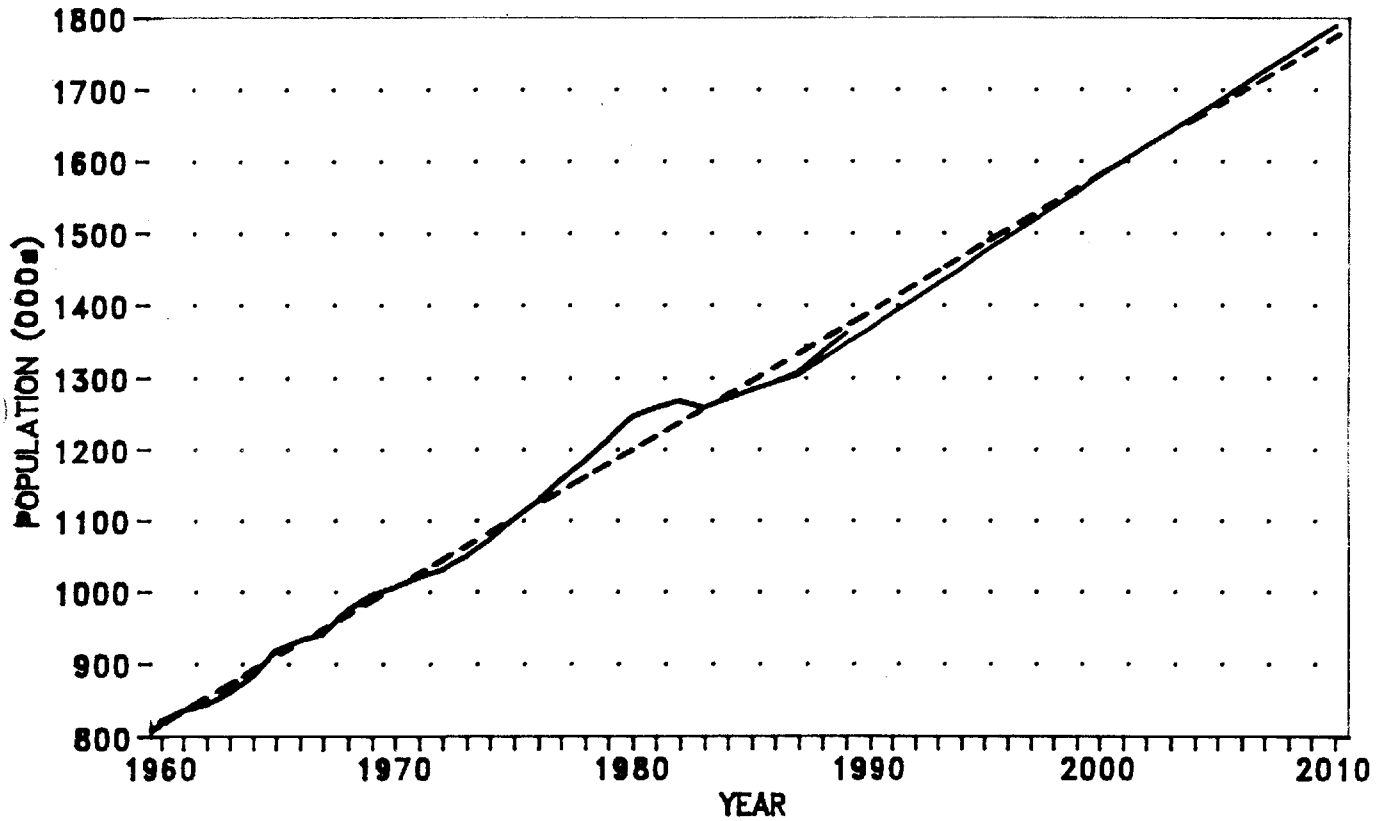
SOURCE - METRO (1989)



— Metro — History — Trend 1960-89

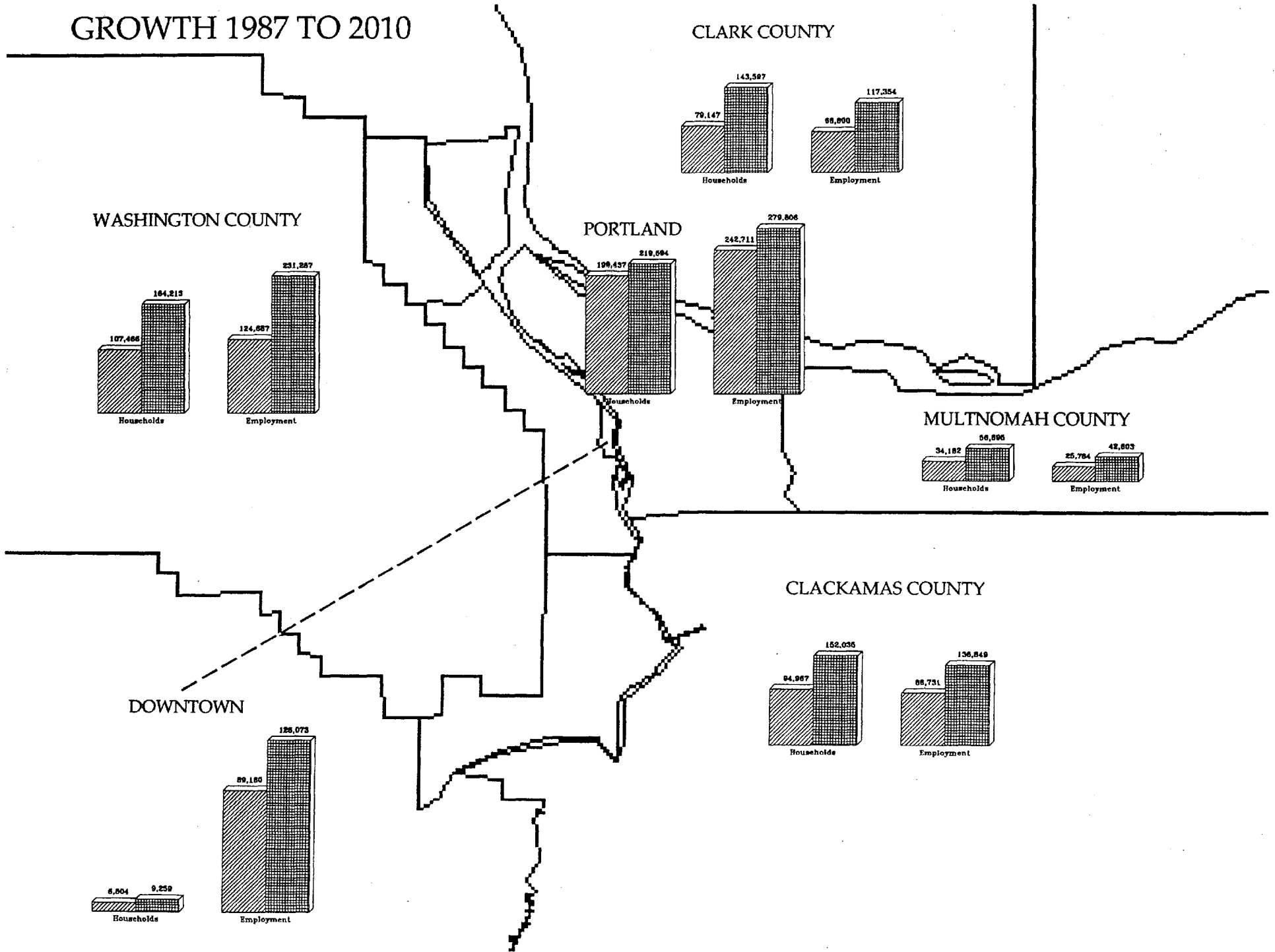
POPULATION 1960 TO 2010

SOURCE METRO (1989)

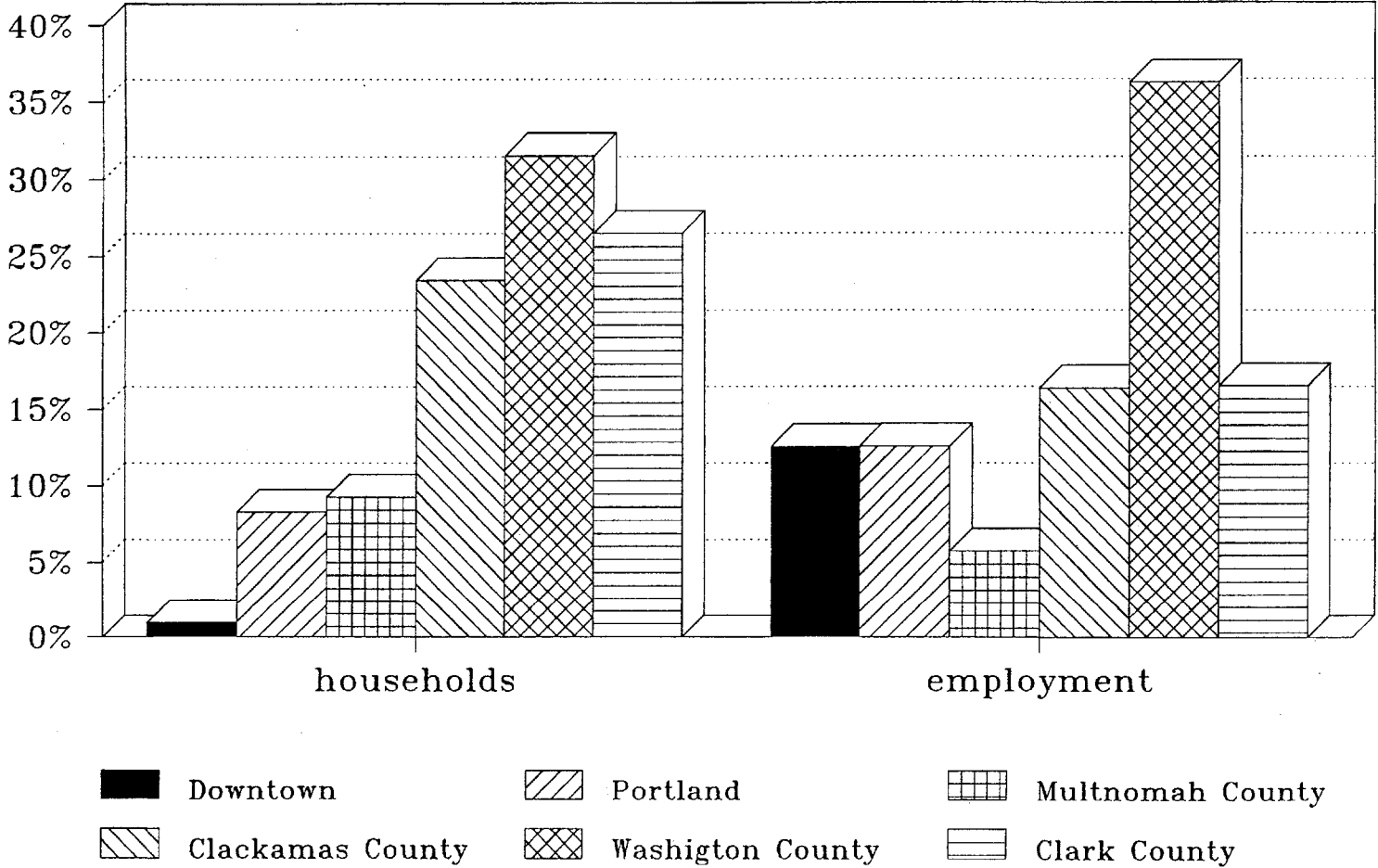


— Metro — History - - - - Trend (1960-1989)

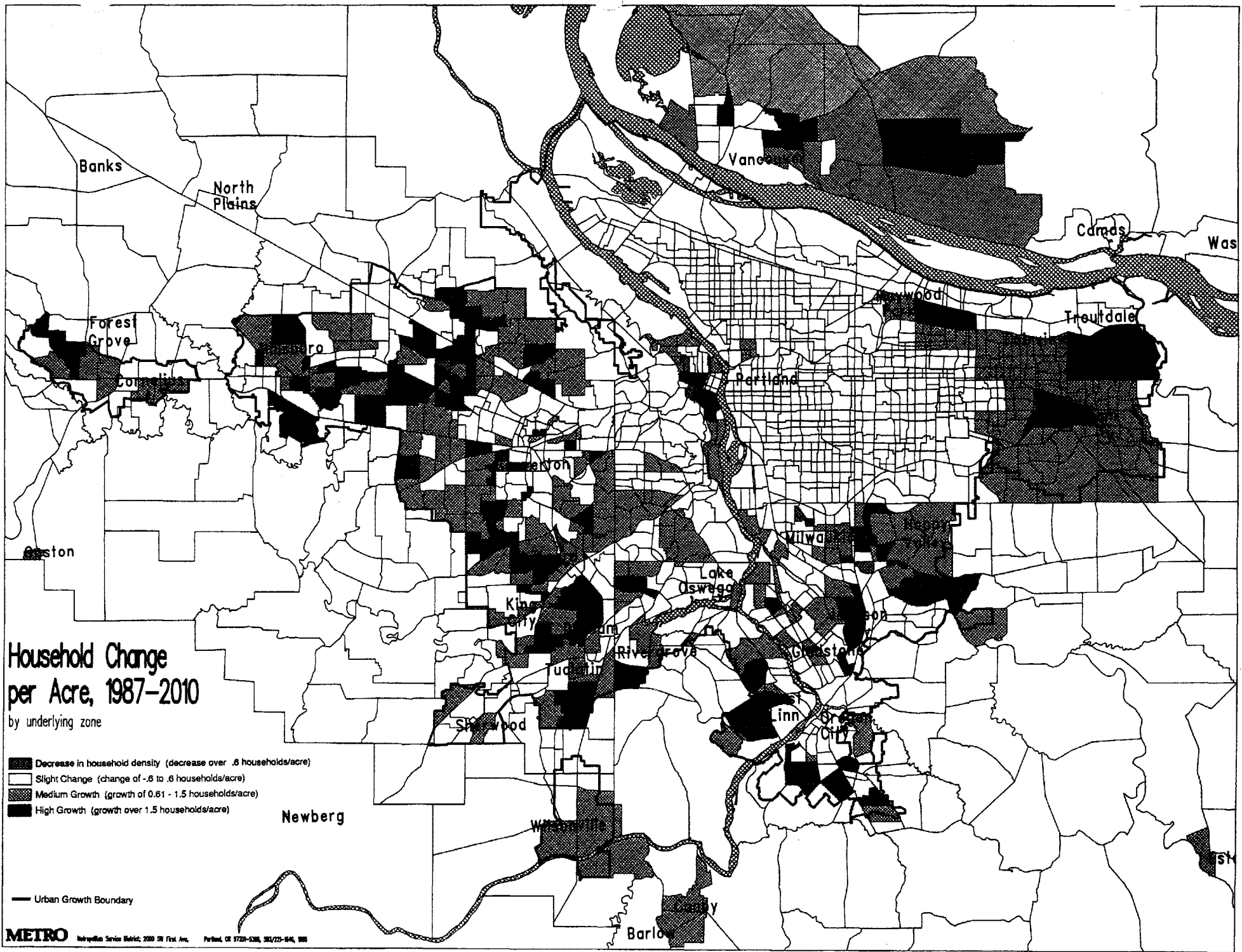
GROWTH 1987 TO 2010

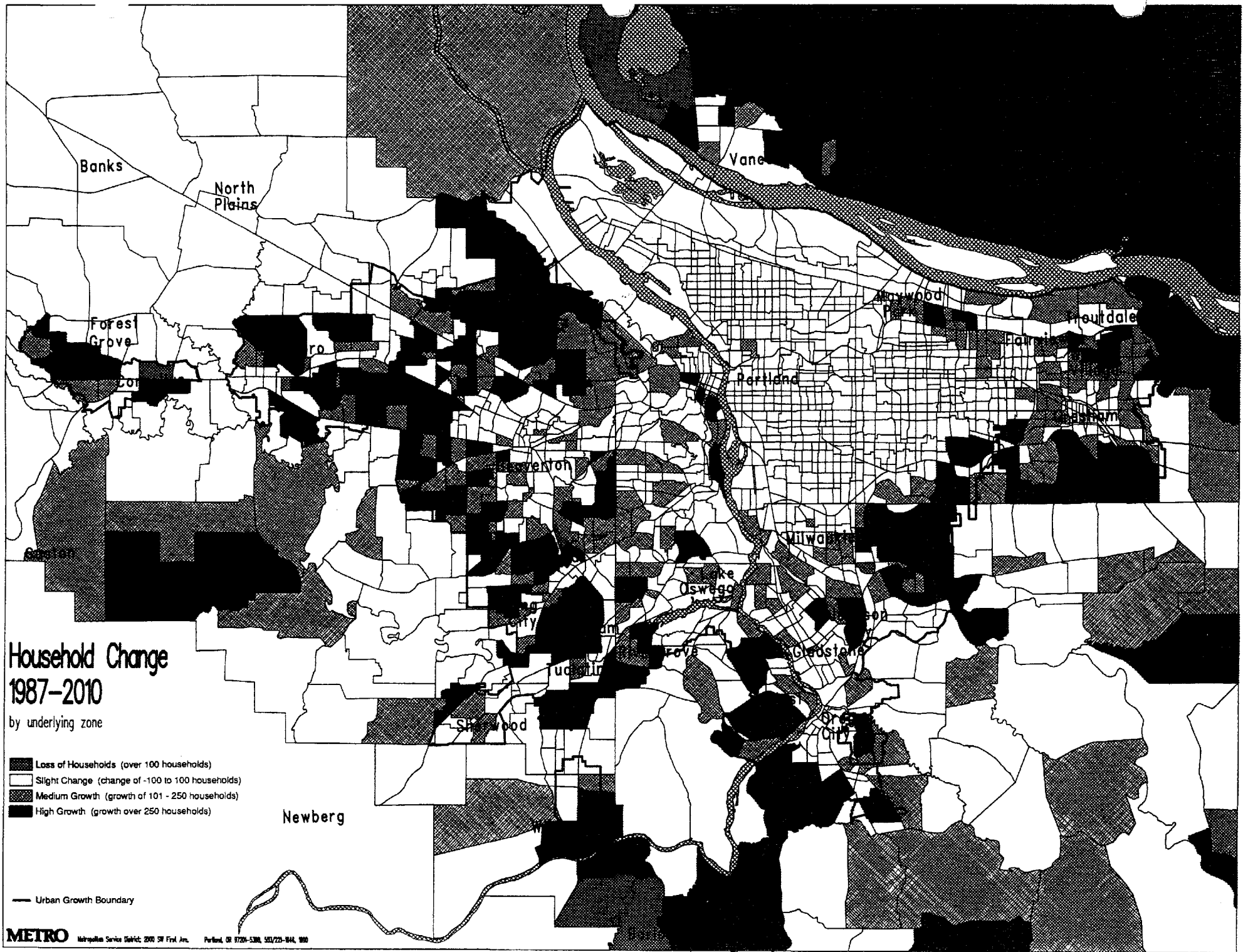


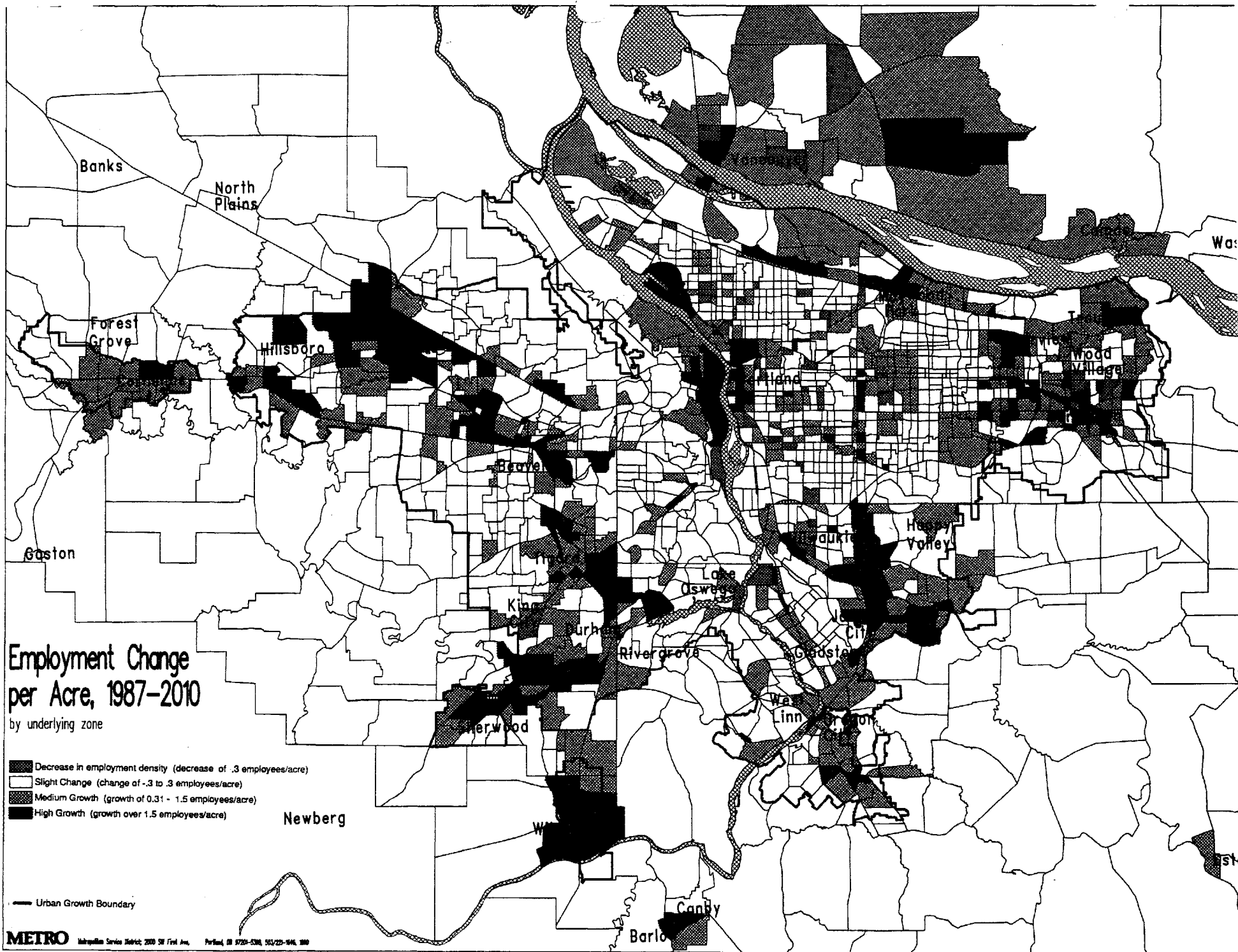
Share of Regional Growth



100% of Household Growth = 243,390
 100% of Employment Growth = 294,039





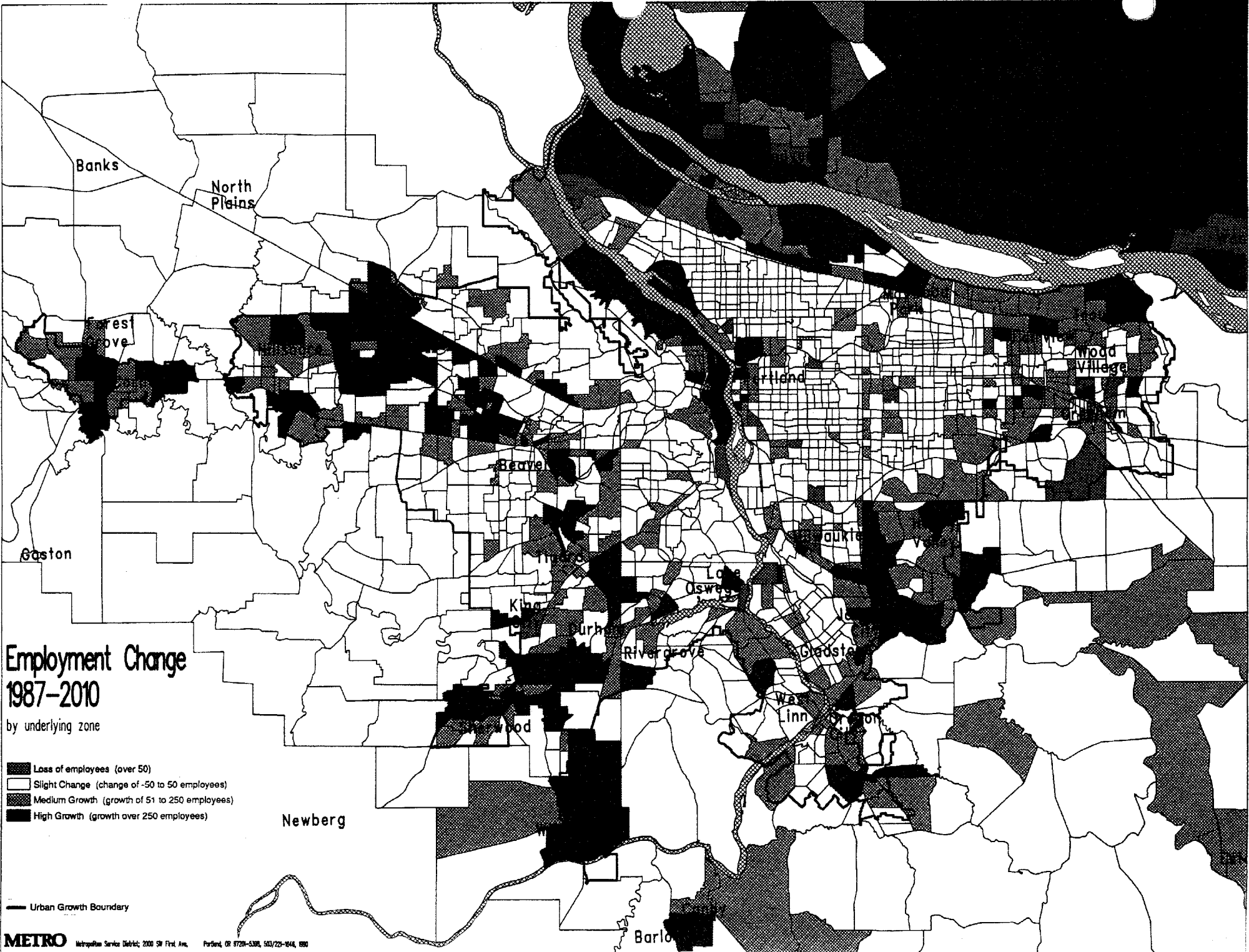


Employment Change per Acre, 1987-2010

by underlying zone

- Decrease in employment density (decrease of .3 employees/acre)
- Slight Change (change of -.3 to .3 employees/acre)
- Medium Growth (growth of 0.31 - 1.5 employees/acre)
- High Growth (growth over 1.5 employees/acre)

Urban Growth Boundary



Banks





North
Plains

Forest
Grove

Gaston

Employment Change 1987-2010

by underlying zone

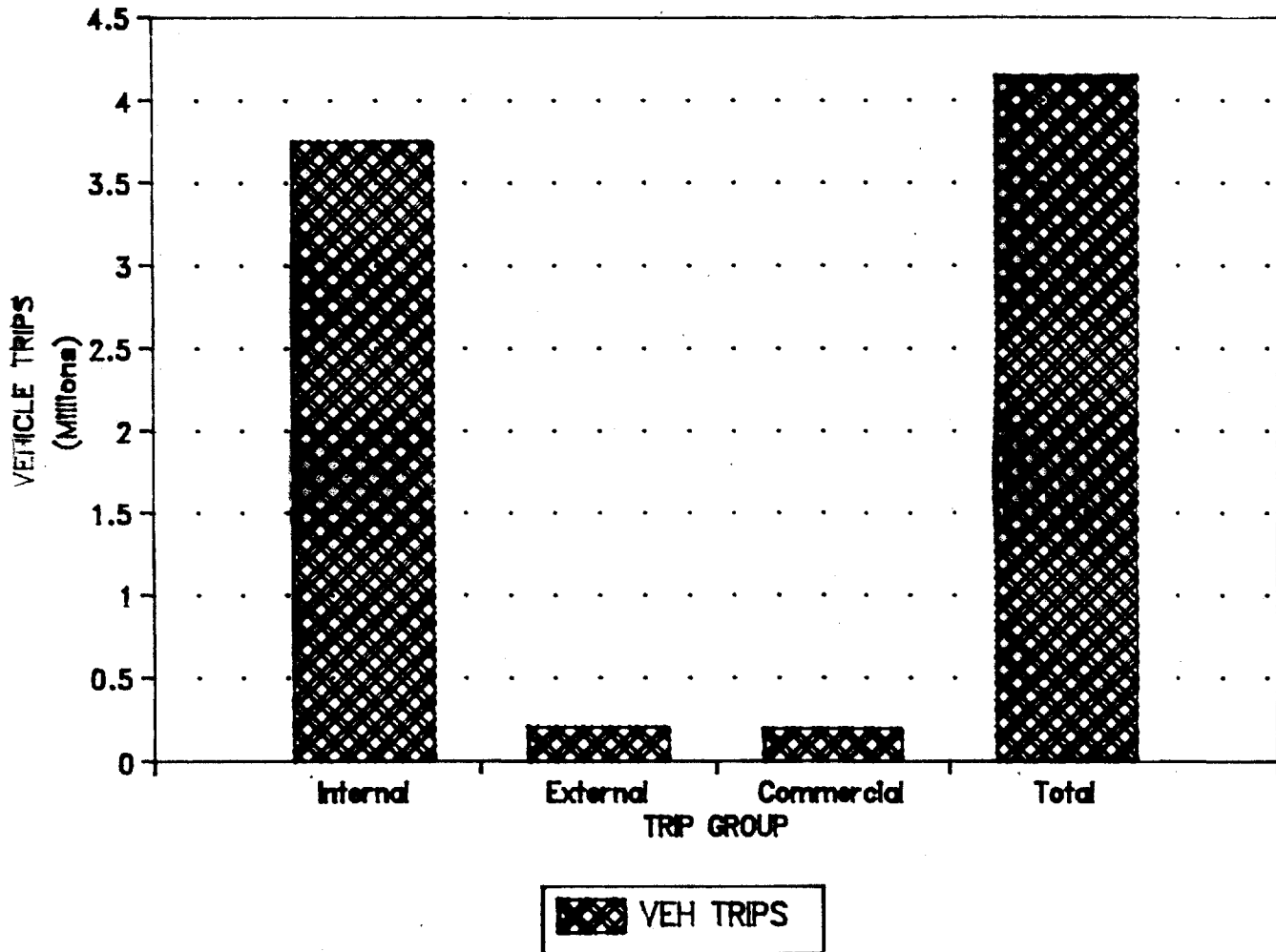
-  Loss of employees (over 50)
-  Slight Change (change of -50 to 50 employees)
-  Medium Growth (growth of 51 to 250 employees)
-  High Growth (growth over 250 employees)

Newberg

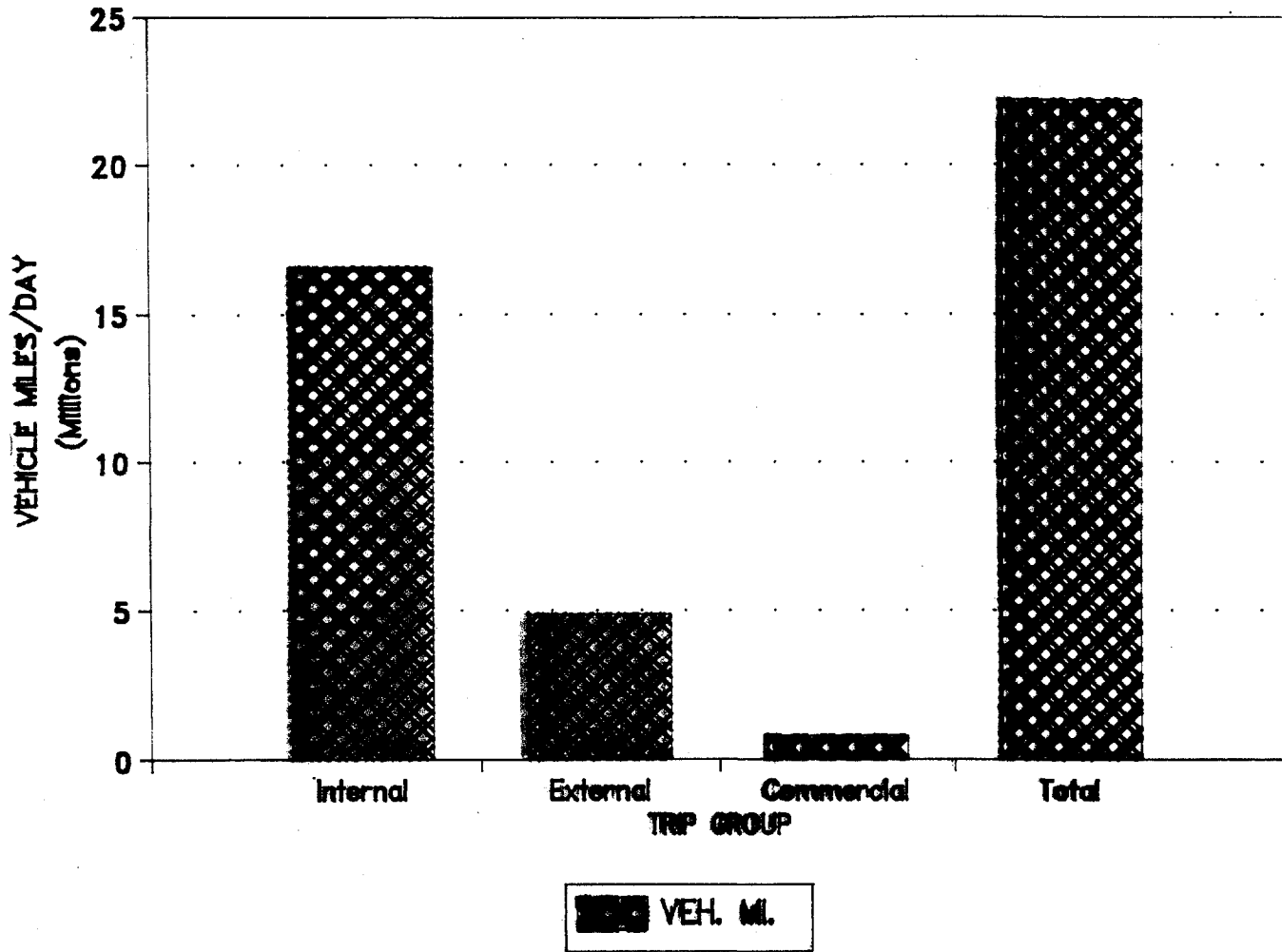
— Urban Growth Boundary

Barlow

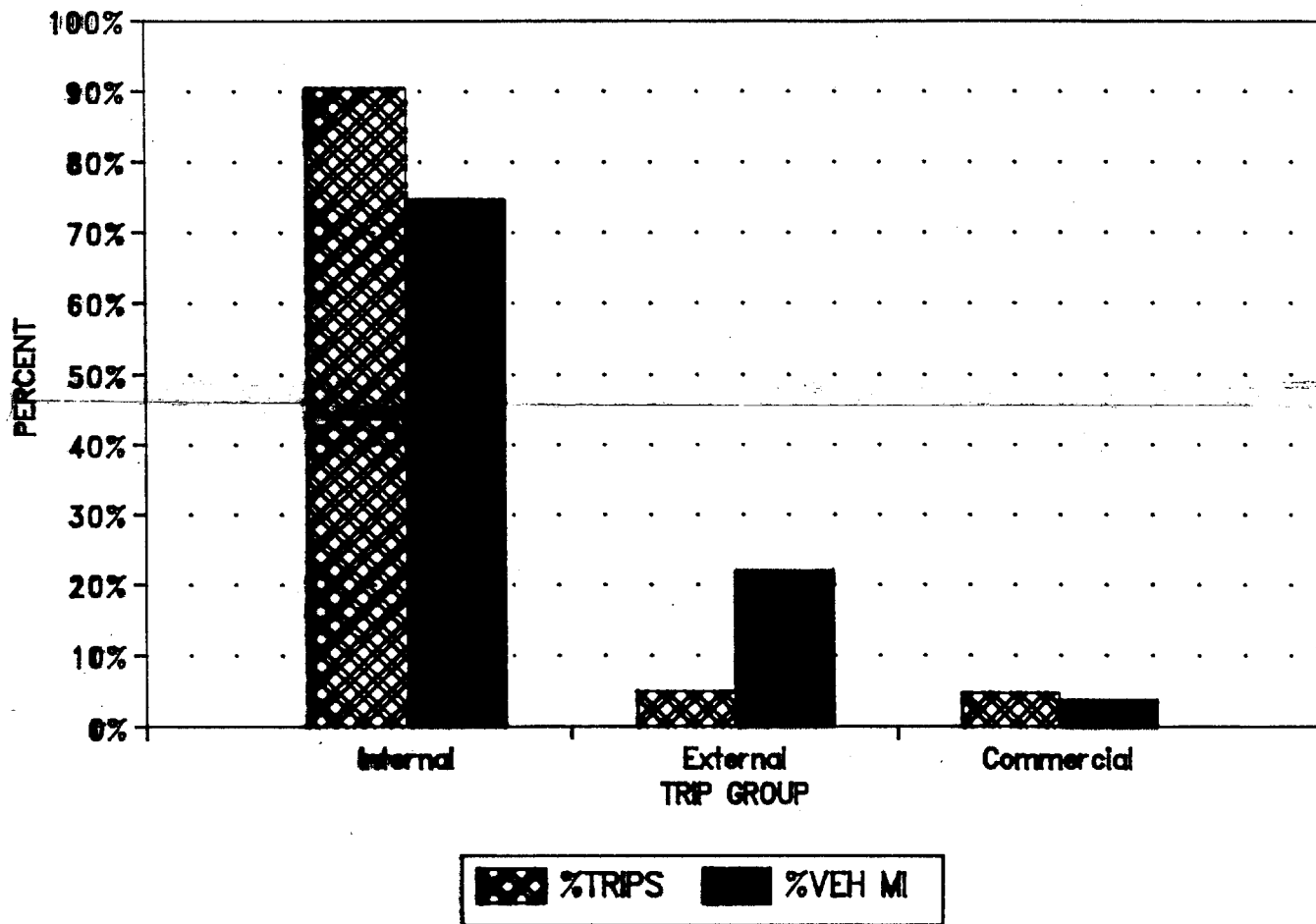
1988 VEHICLE TRIPS



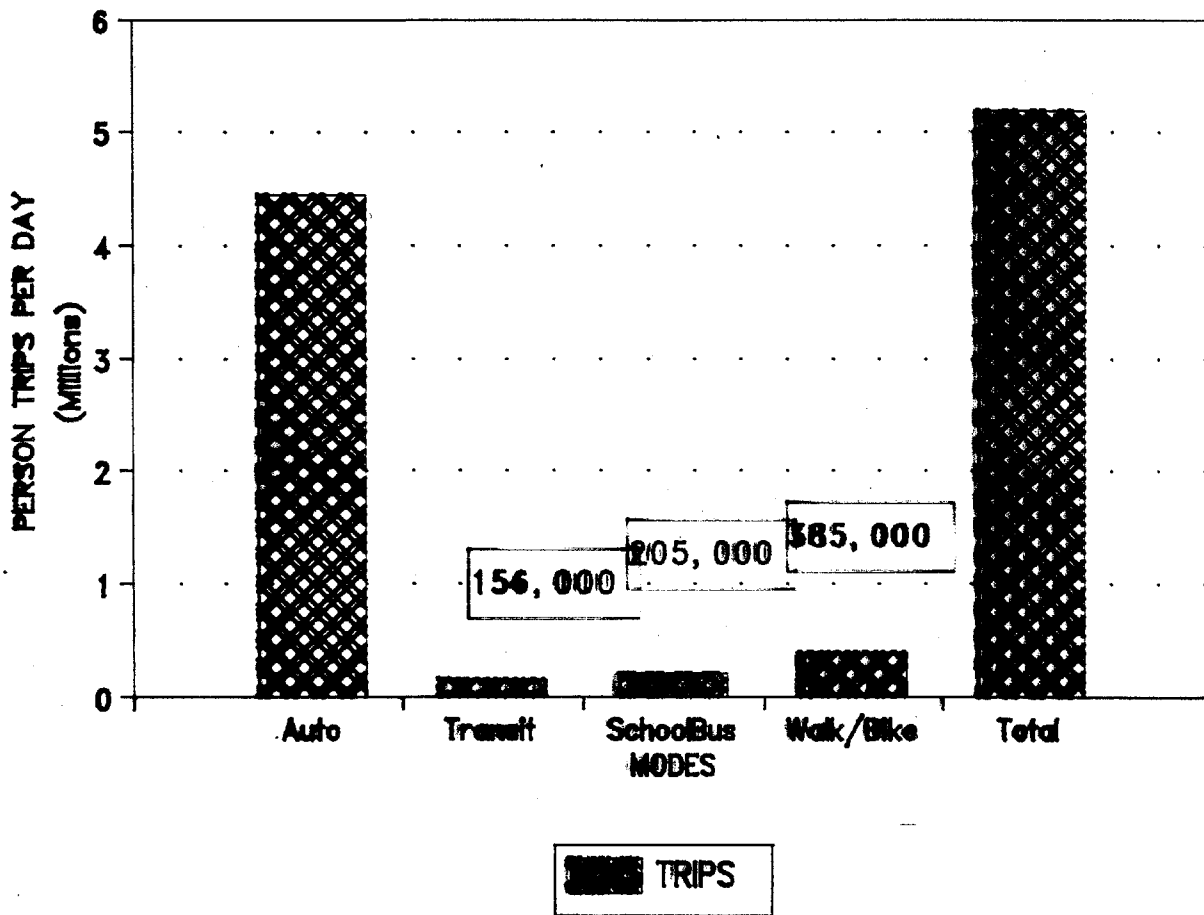
1988 VEHICLE MILES/DAY



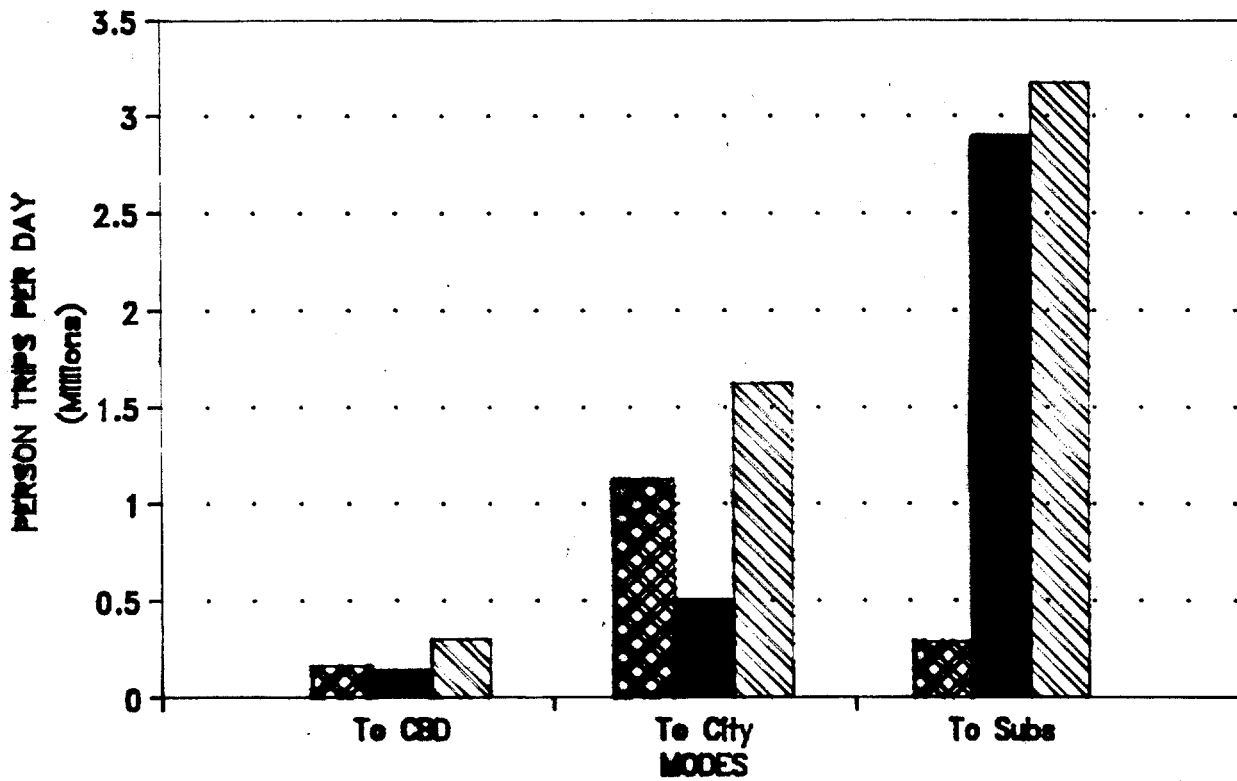
1988 VEHICLE TRIPS AND VEHICLE MILES PERCENT BY GROUP



INTERNAL TRIPS BY MODE 1988

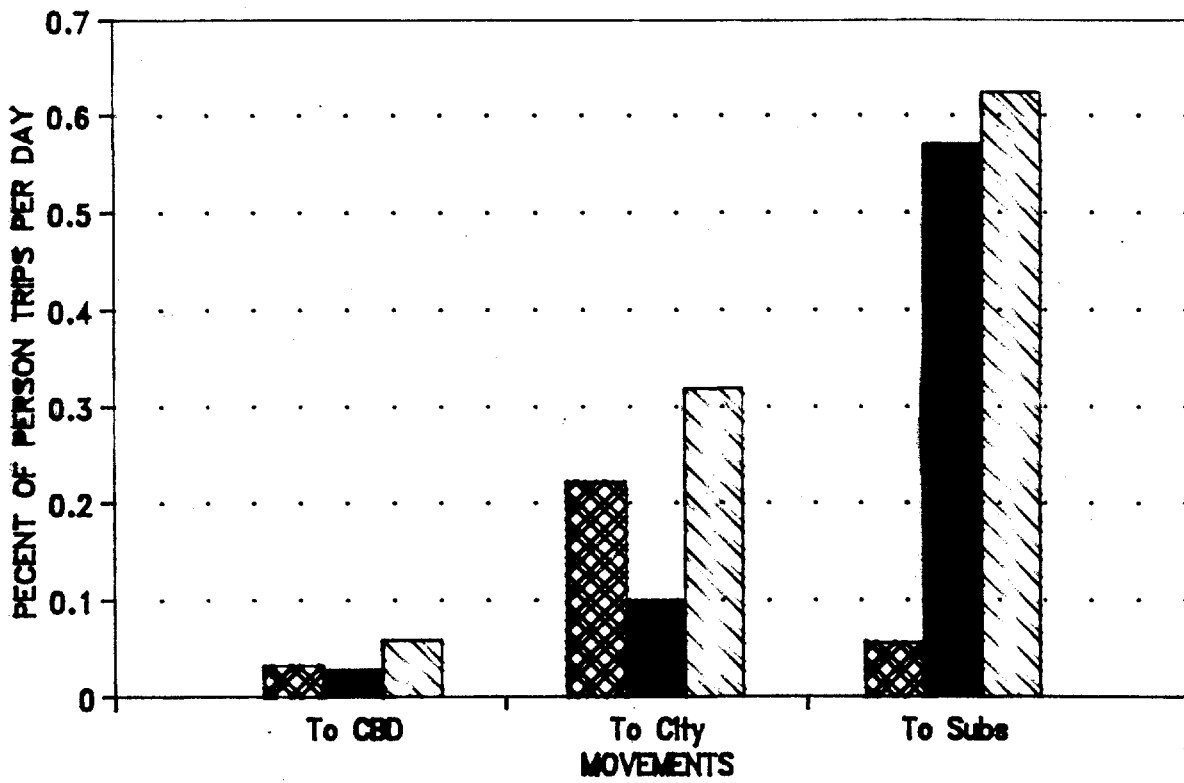


INTERNAL TRIPS BY MOVEMENT 1988



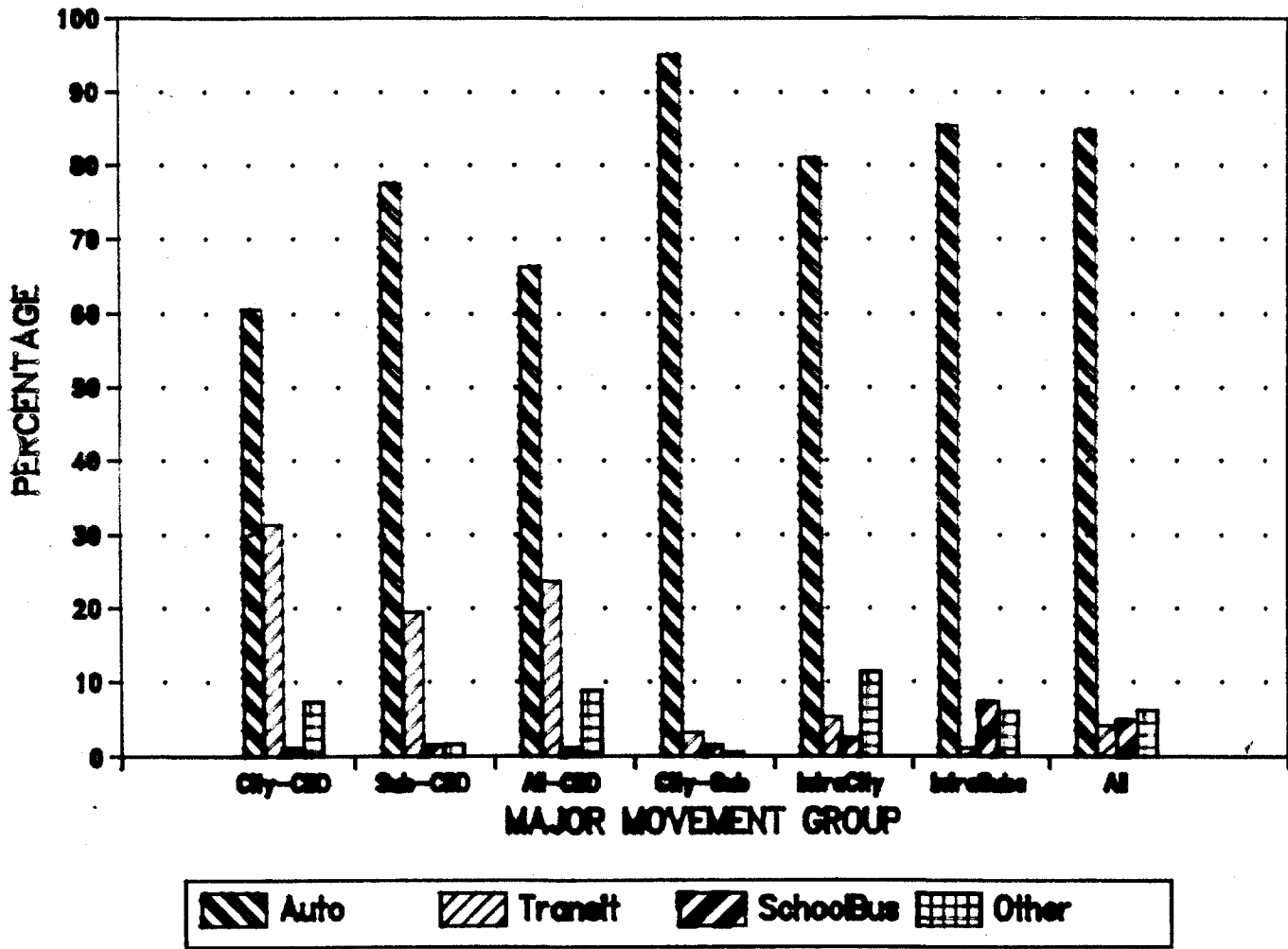
From City From Subs Total

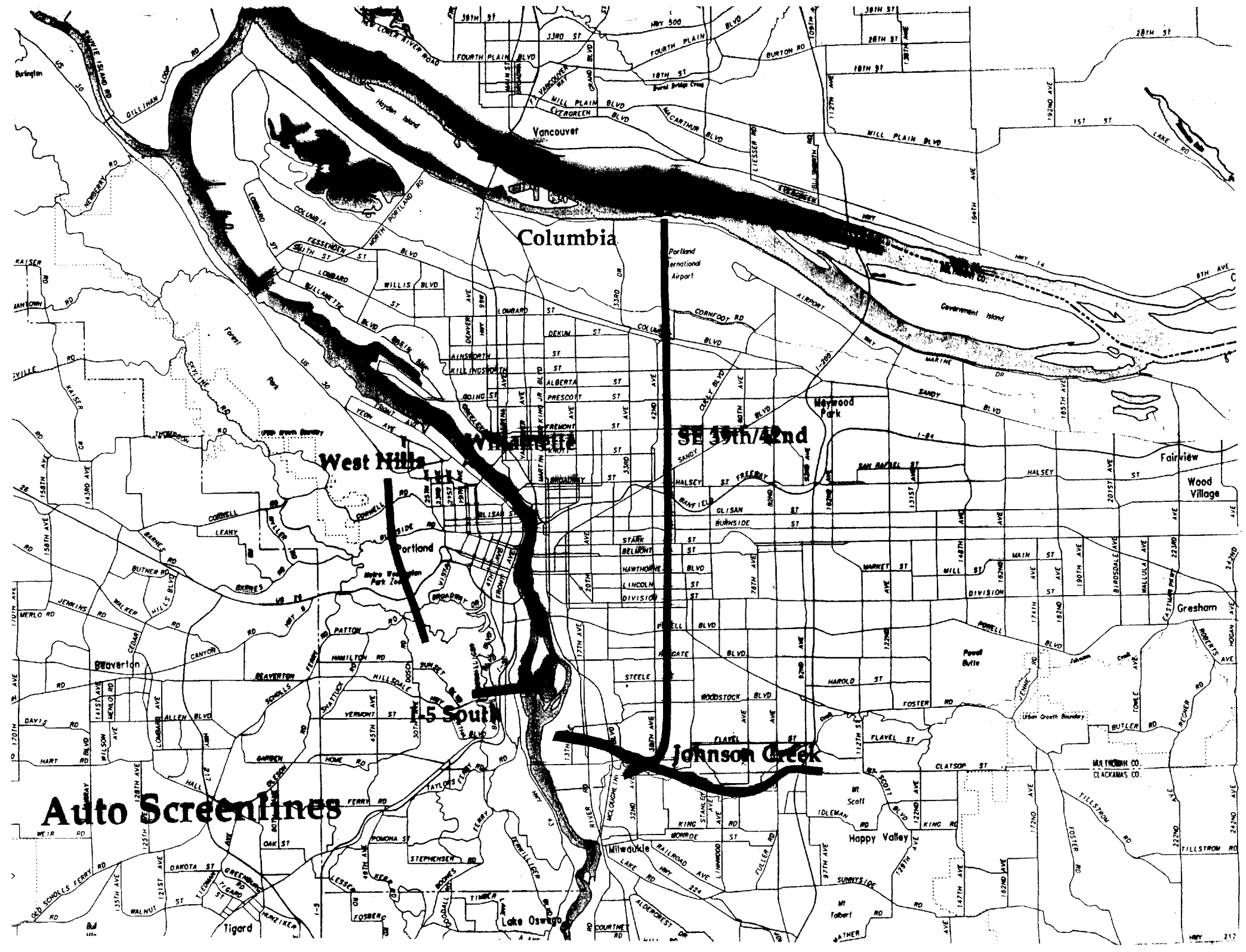
INTERNAL TRIPS BY MOVEMENT 1988



From City From Subs Total

MODES BY MOVEMENT





Columbia

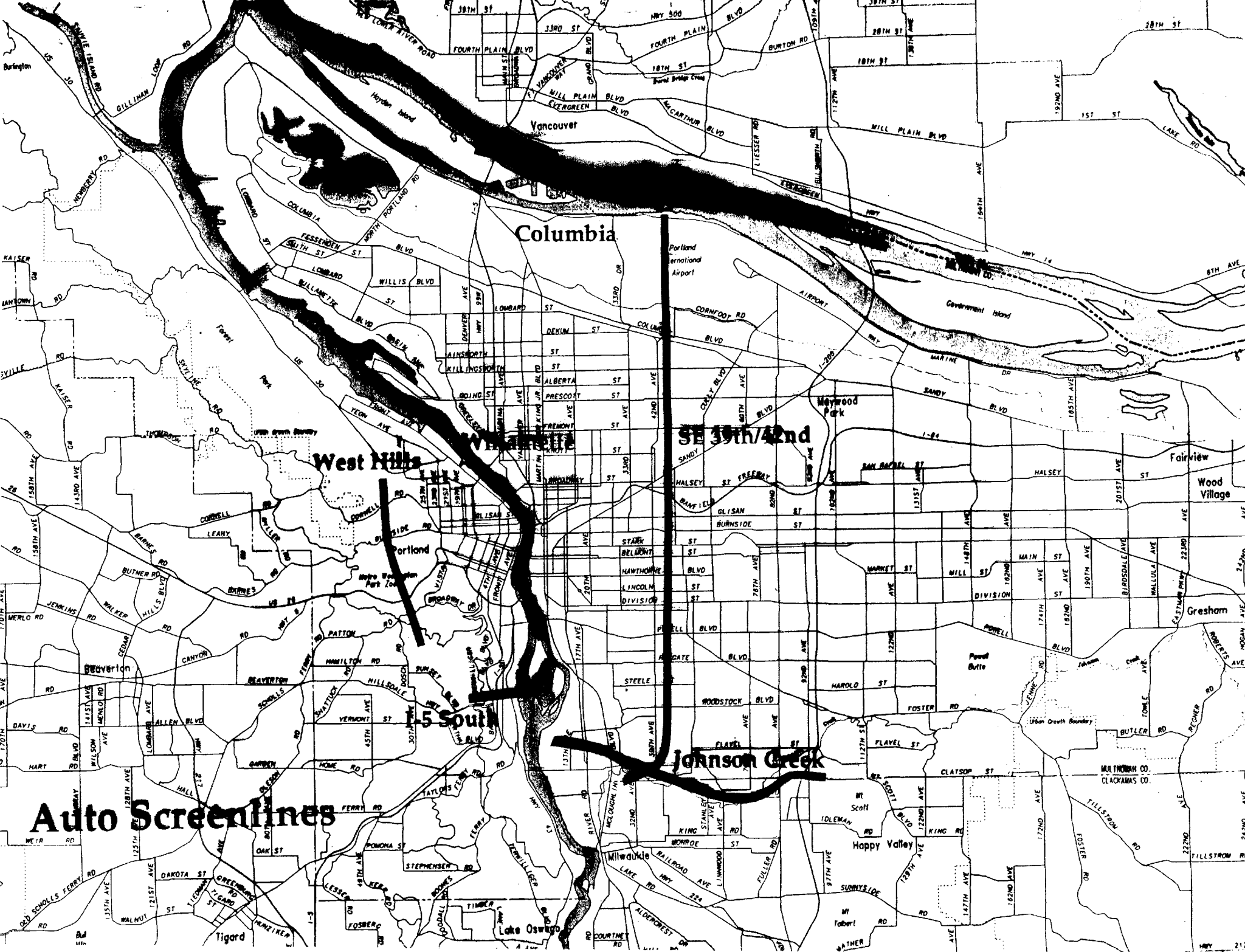
West Hills

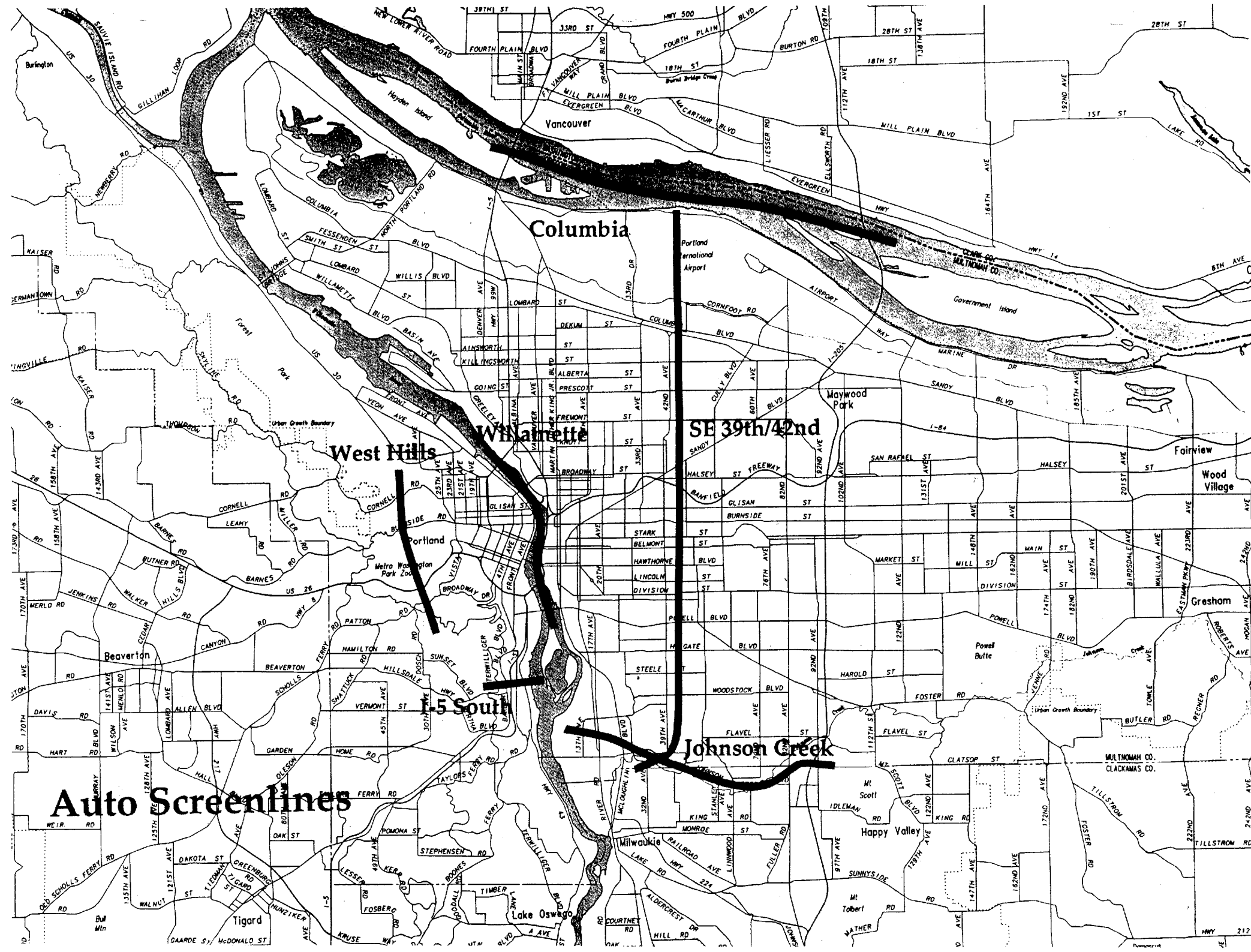
ST 39th/42nd

I-5 South

Johnson Creek

Auto Screenlines





Columbia

West Hills

SE 39th/42nd

I-5 South

Johnson Creek

Auto Screenlines

Burlington

Vancouver

Maywood Park

Fairview
Wood Village

Gresham

Powell Butte

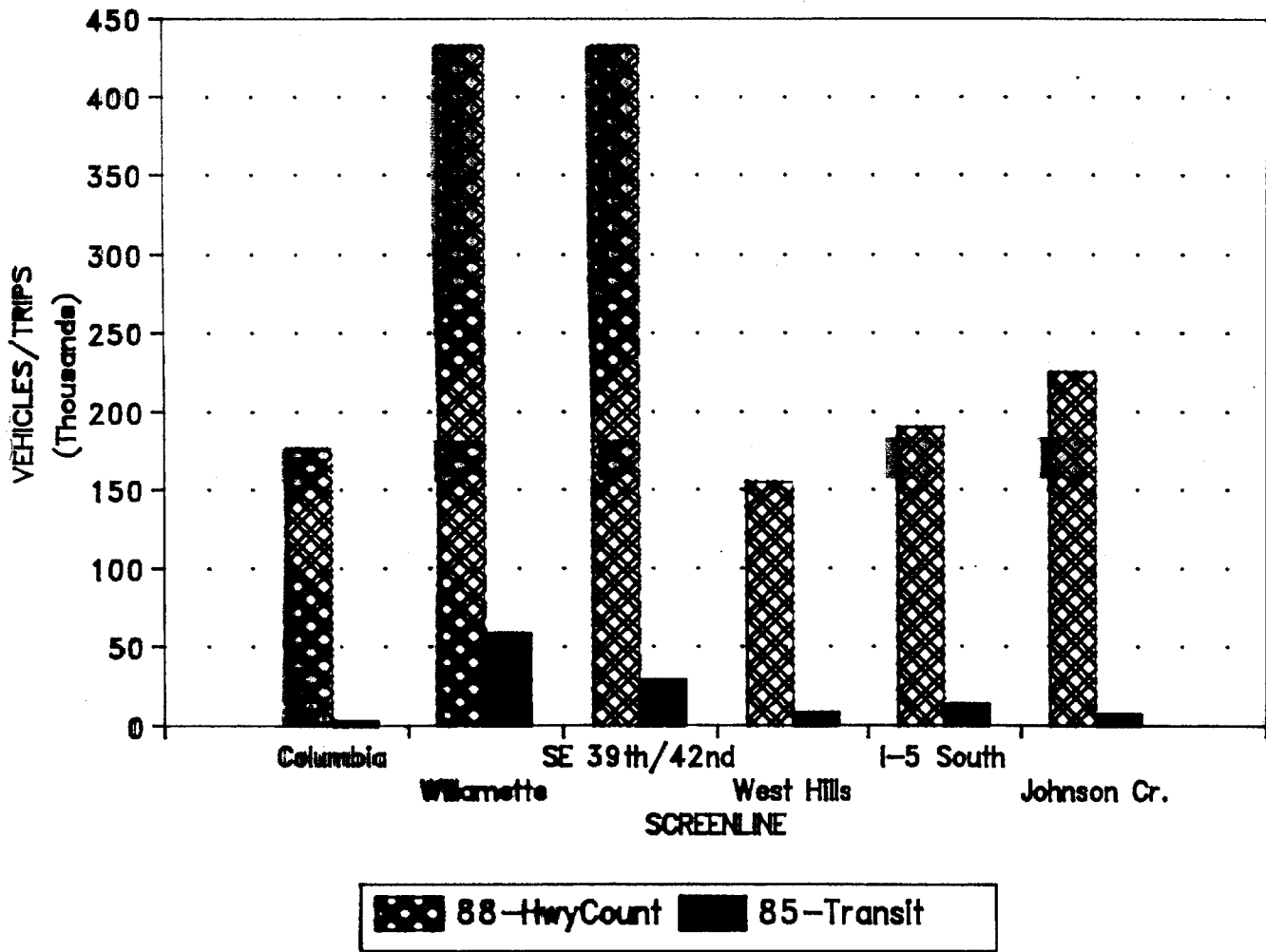
Happy Valley

Lake Oswego

Milwaukie

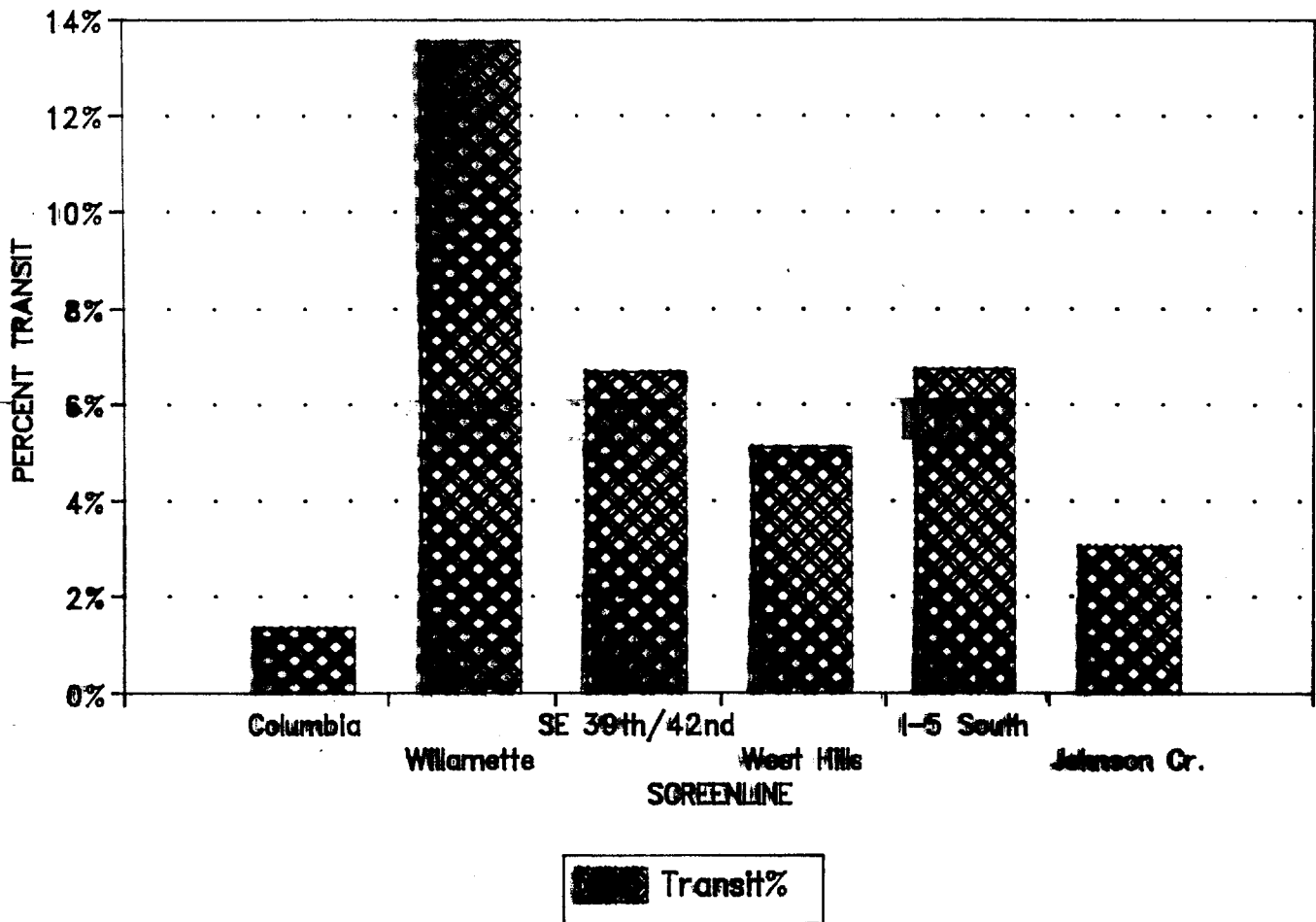
Tigard

MAJOR SCREENLINES—WEEKDAY—1988/1985

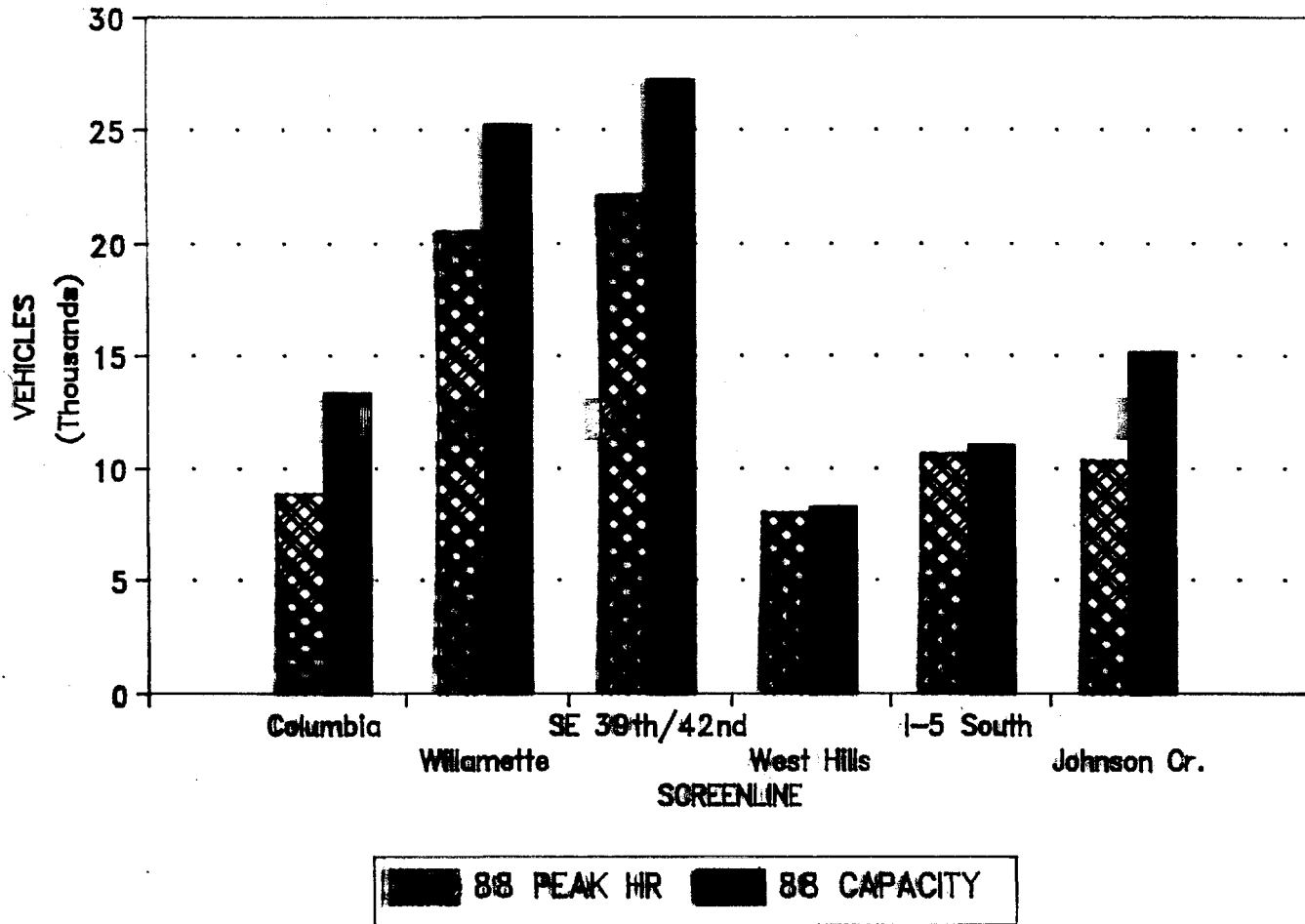


MAJOR SCREENLINES—WEEKDAY—1988/1985

TRANSIT SHARE

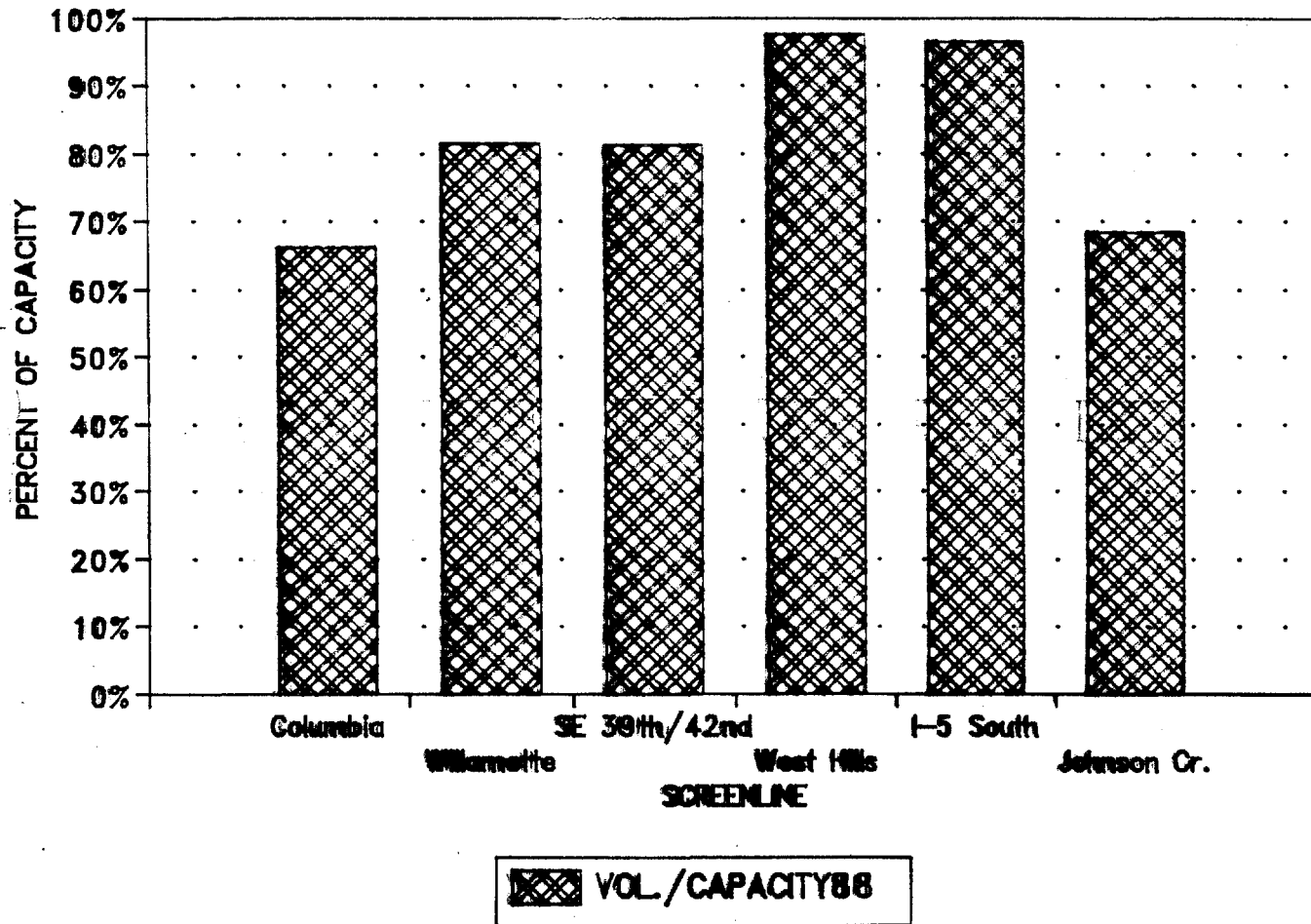


MAJOR SCREENLINES - HOURLY FLOW P.M. PEAK PERIOD

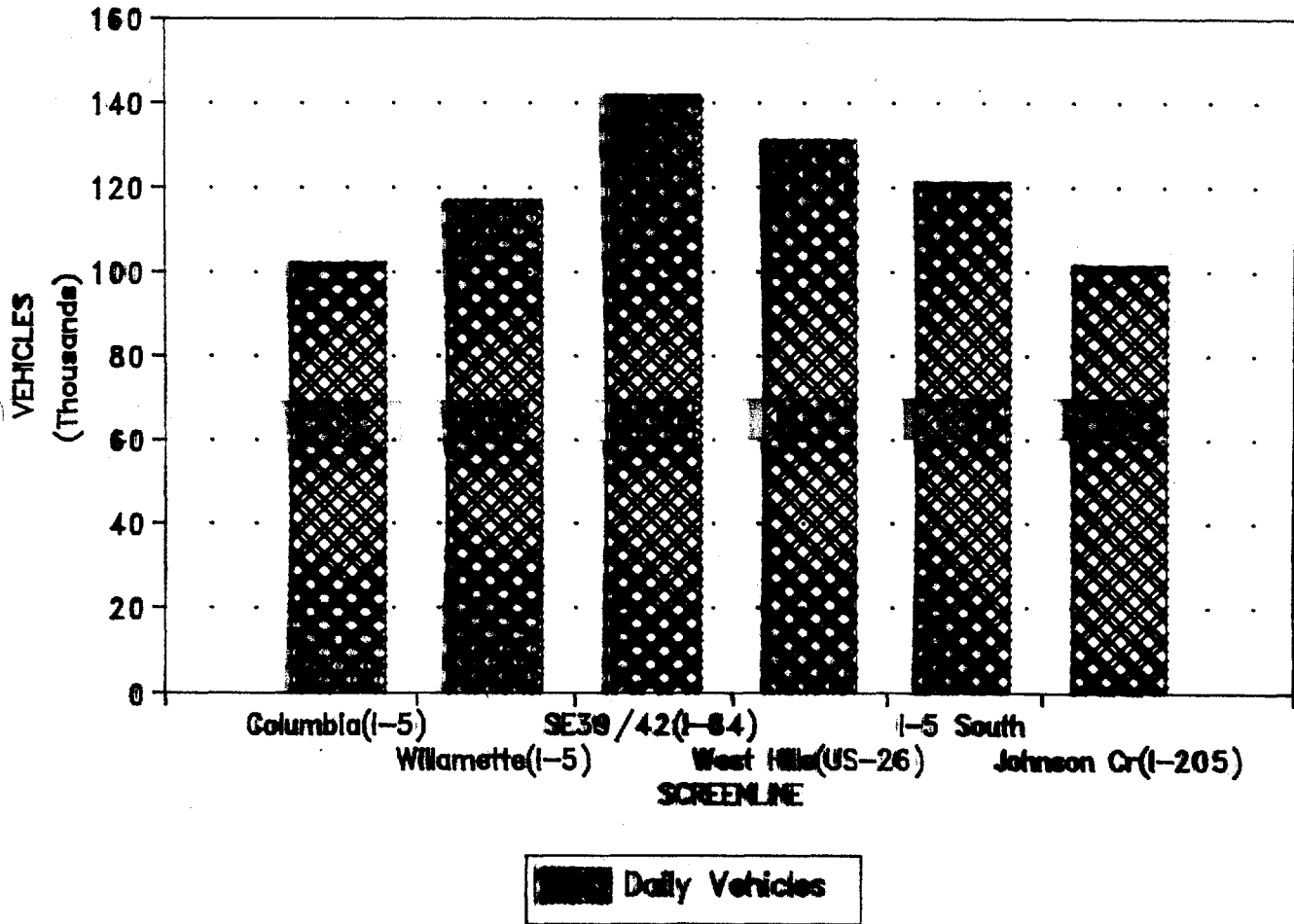


MAJOR SCREENLINES

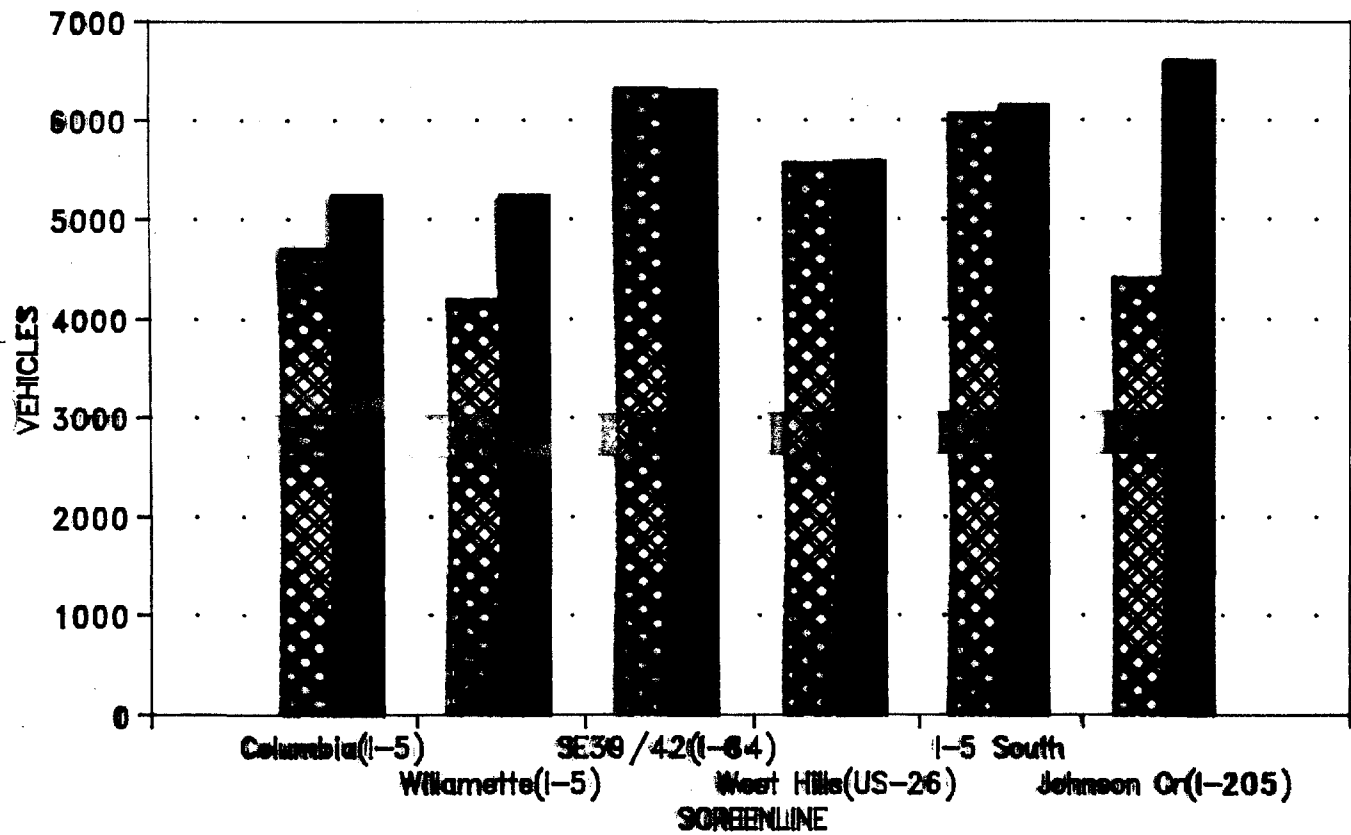
P.M. PEAK PERIOD - VOLUME/CAPACITY 1988



MAJOR SCREENLINES - MAJOR HIGHWAY WEEKDAY FLOW

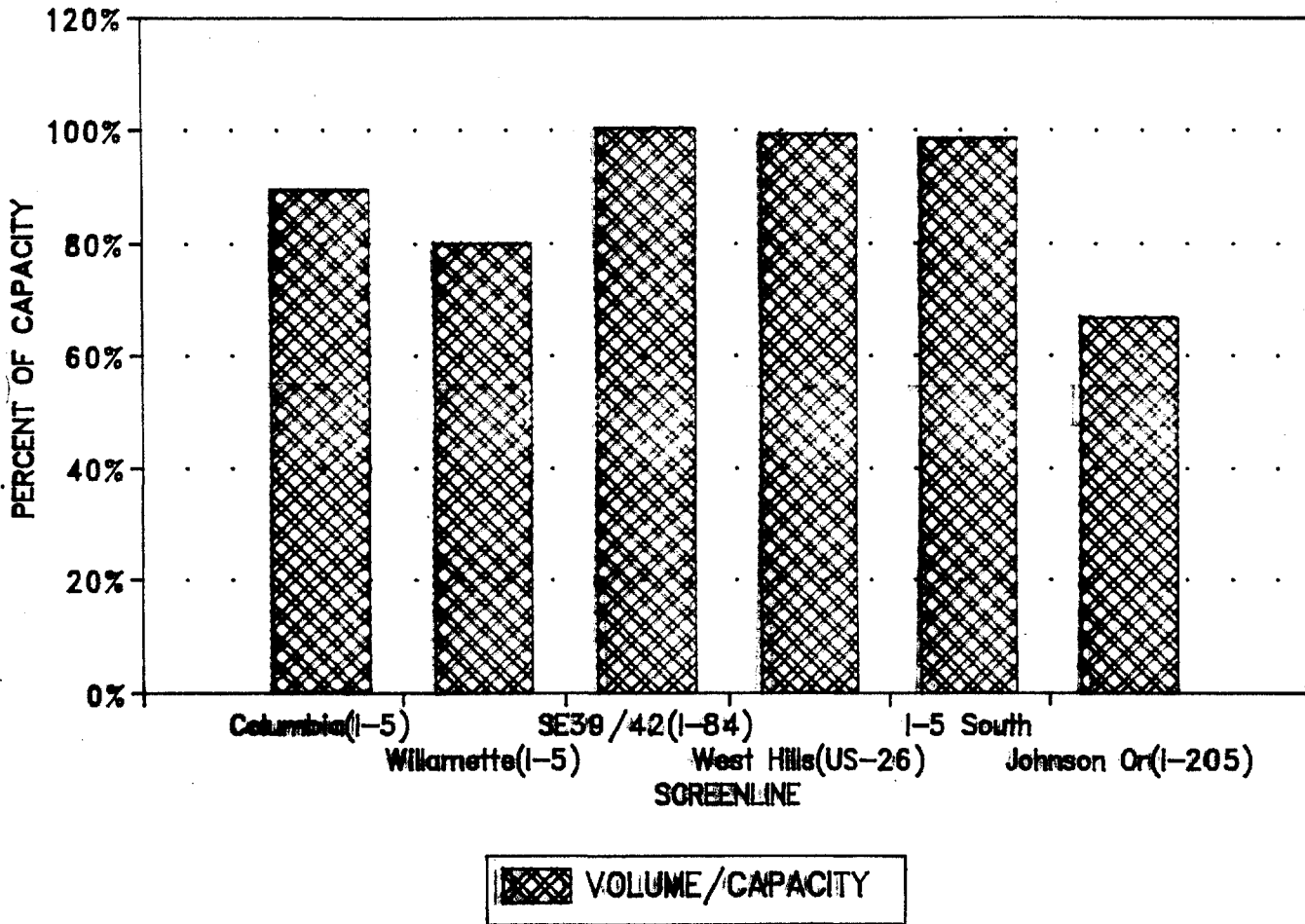


MAJOR SCREENLINES - MAJOR HIGHWAY PEAK PERIOD HOURLY FLOW & CAPACITY

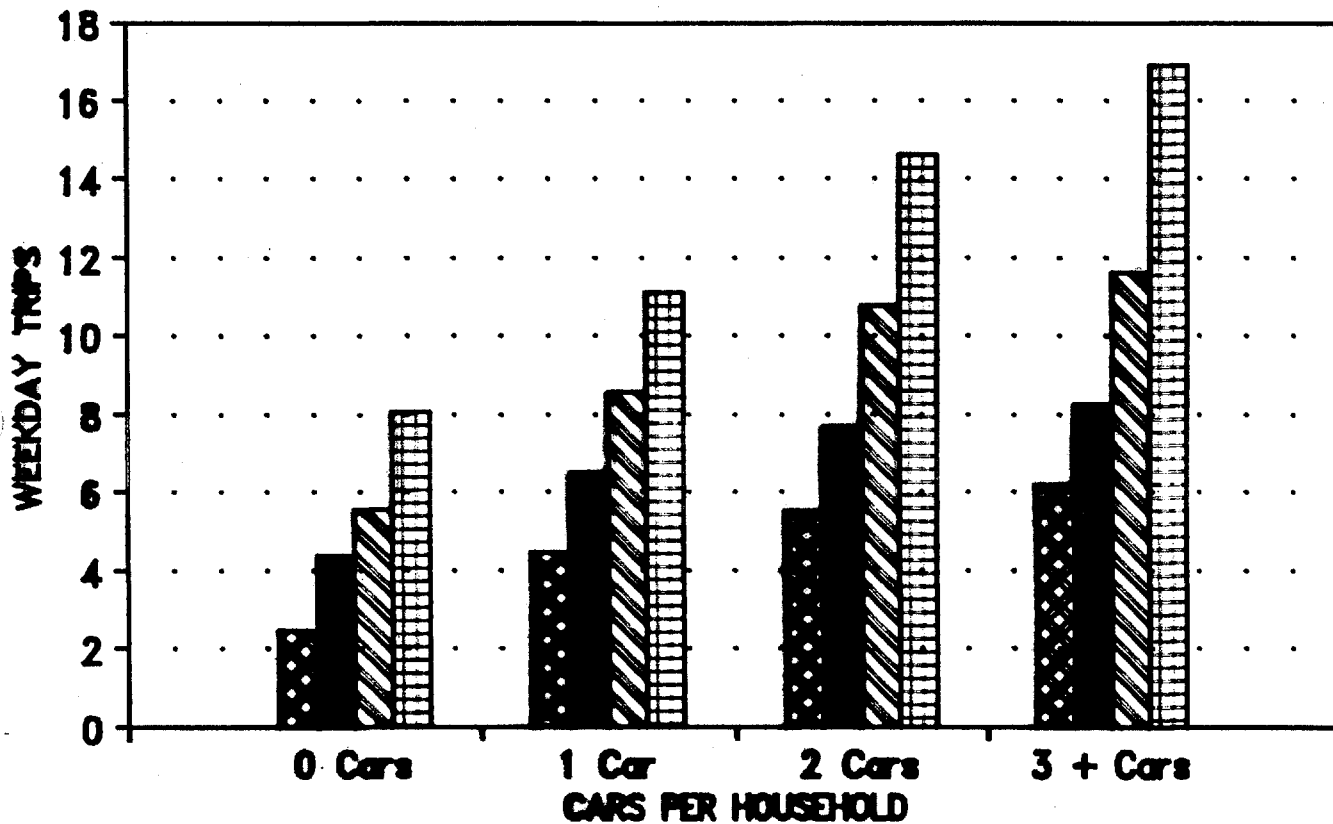


VOLUME
 CAPACITY

MAJOR SCREENLINES - MAJOR HIGHWAY PEAK PERIOD VOLUME/CAPACITY 1988

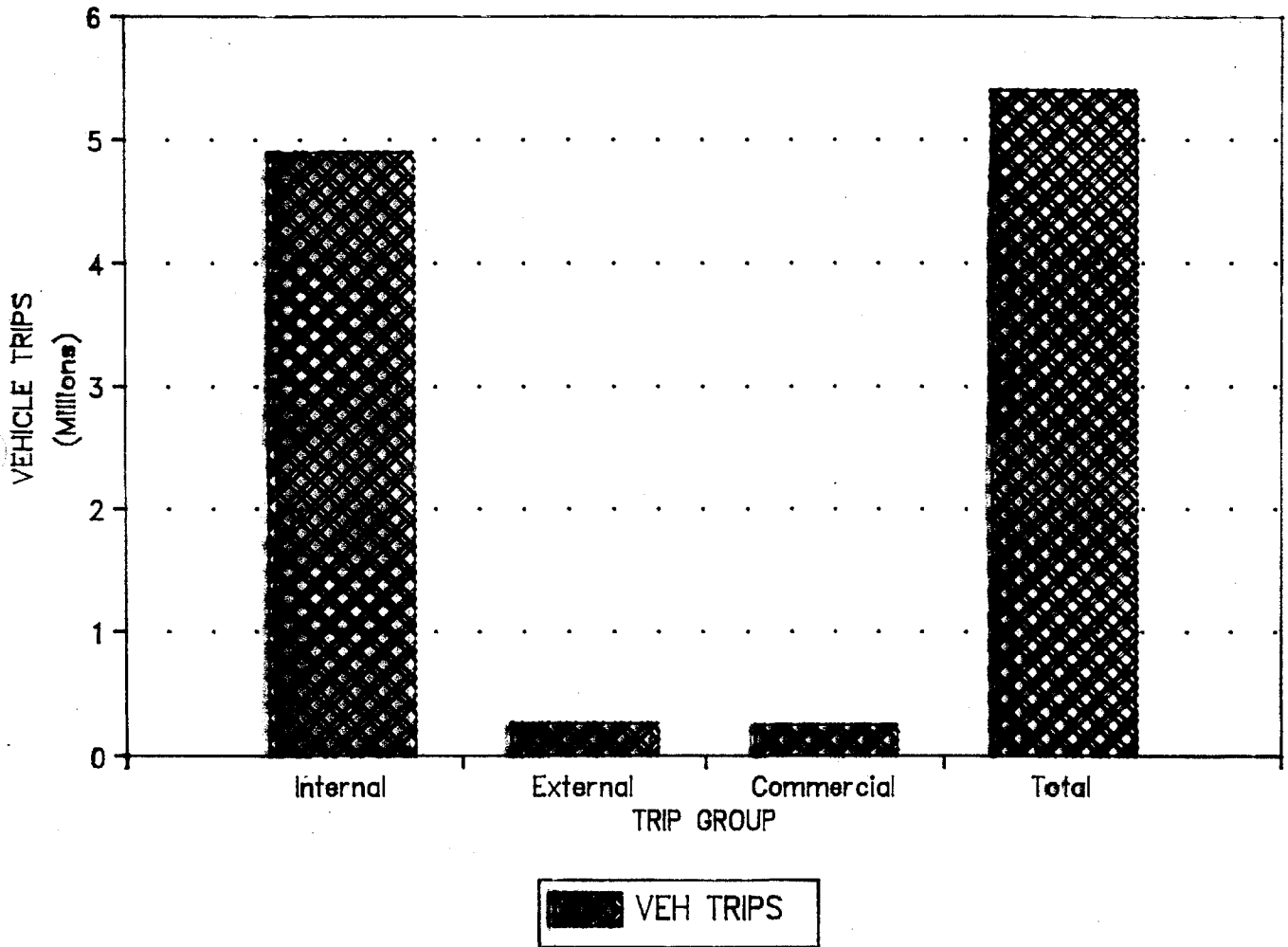


VEHICLE TRIPS PER HOUSEHOLD BY CARS AVAILABLE AND NO. OF PERSONS

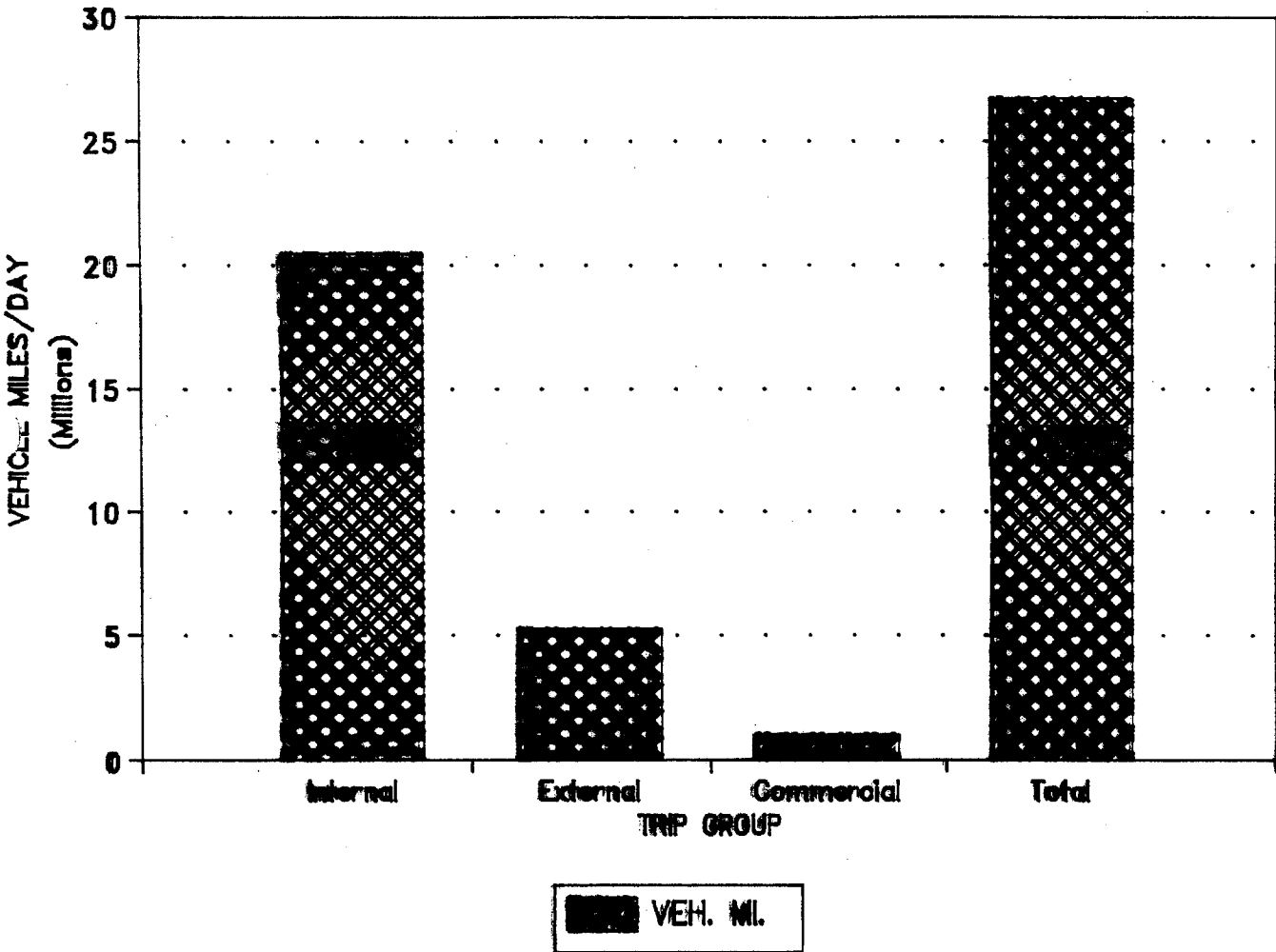


1 person 2 person 3 person 4+person

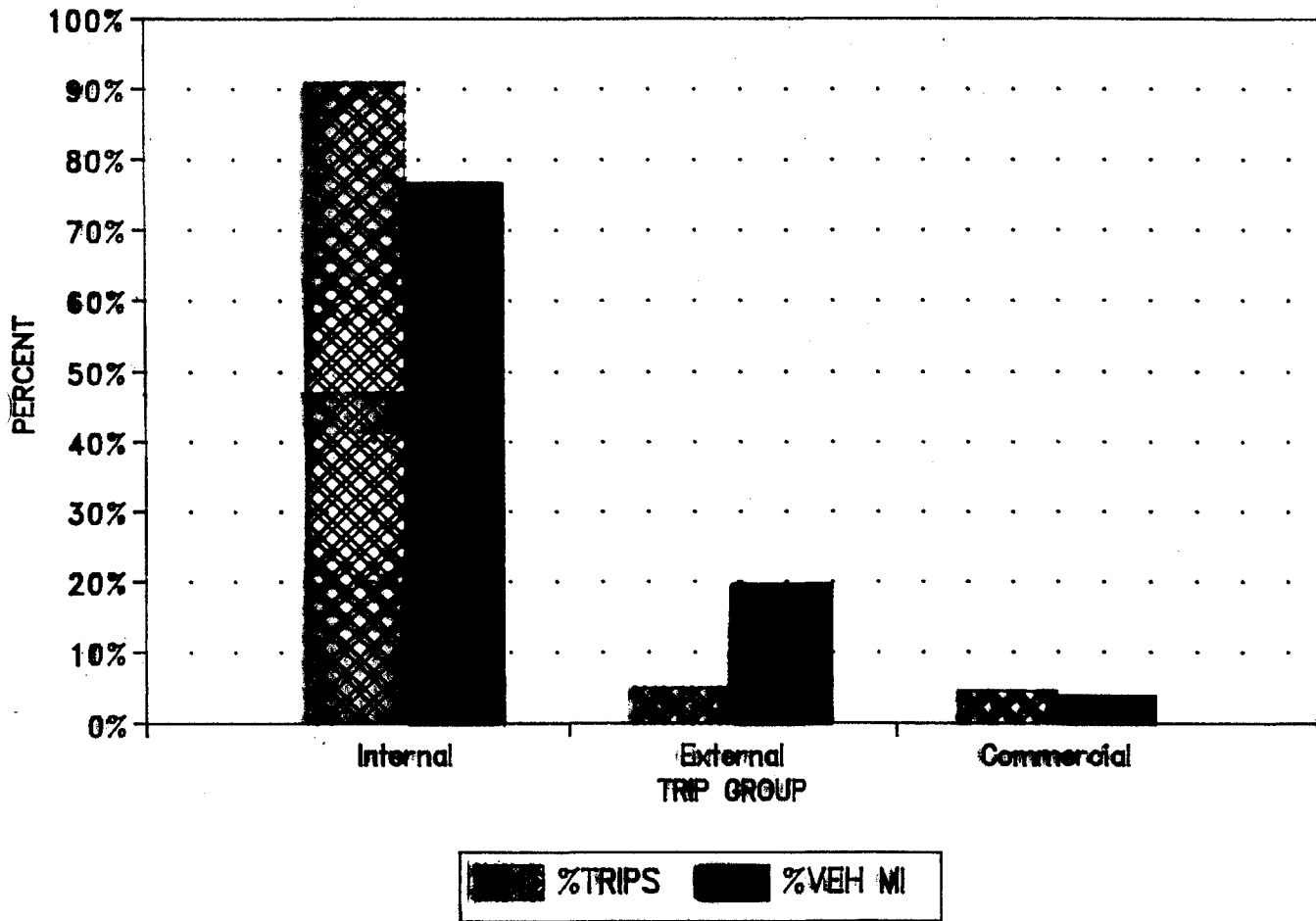
2005 VEHICLE TRIPS



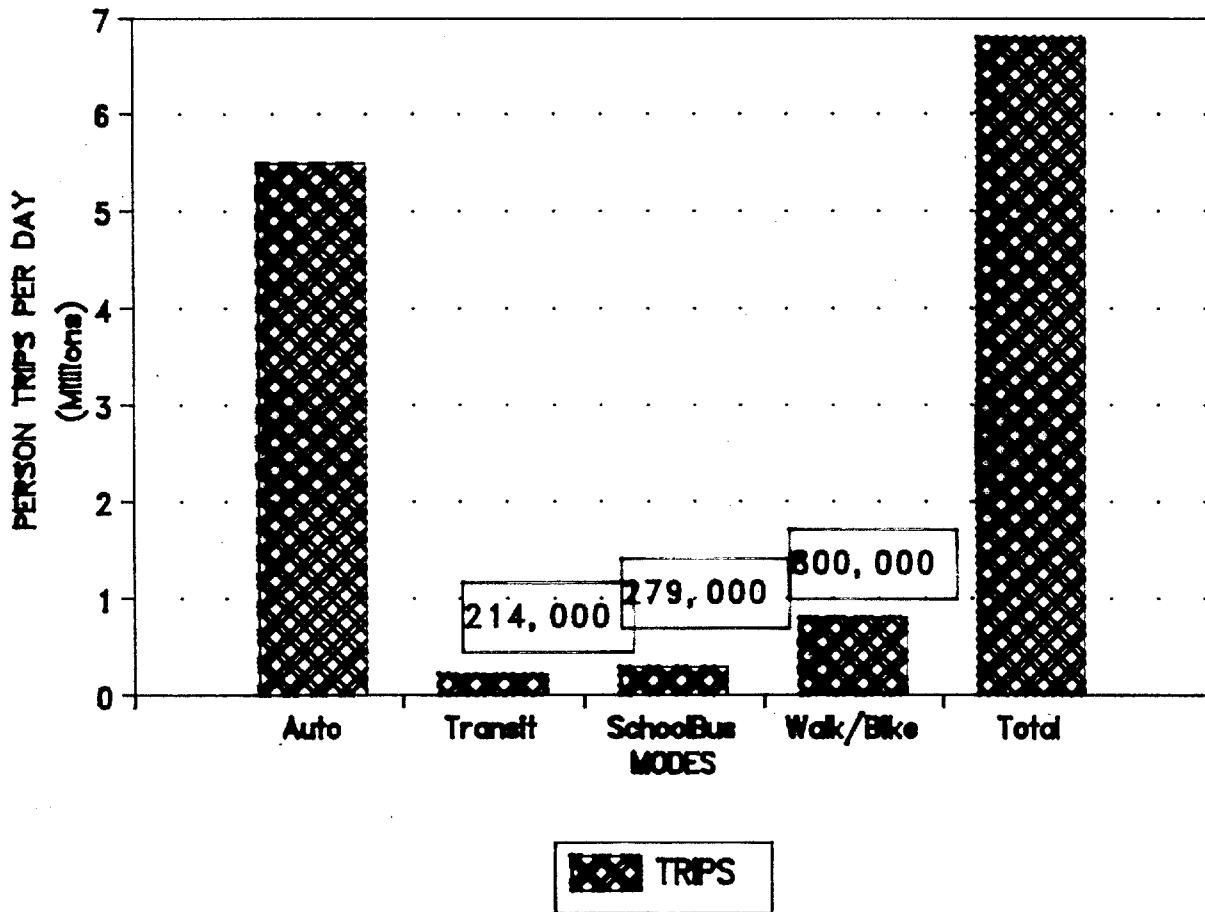
2005 VEHICLE MILES/DAY



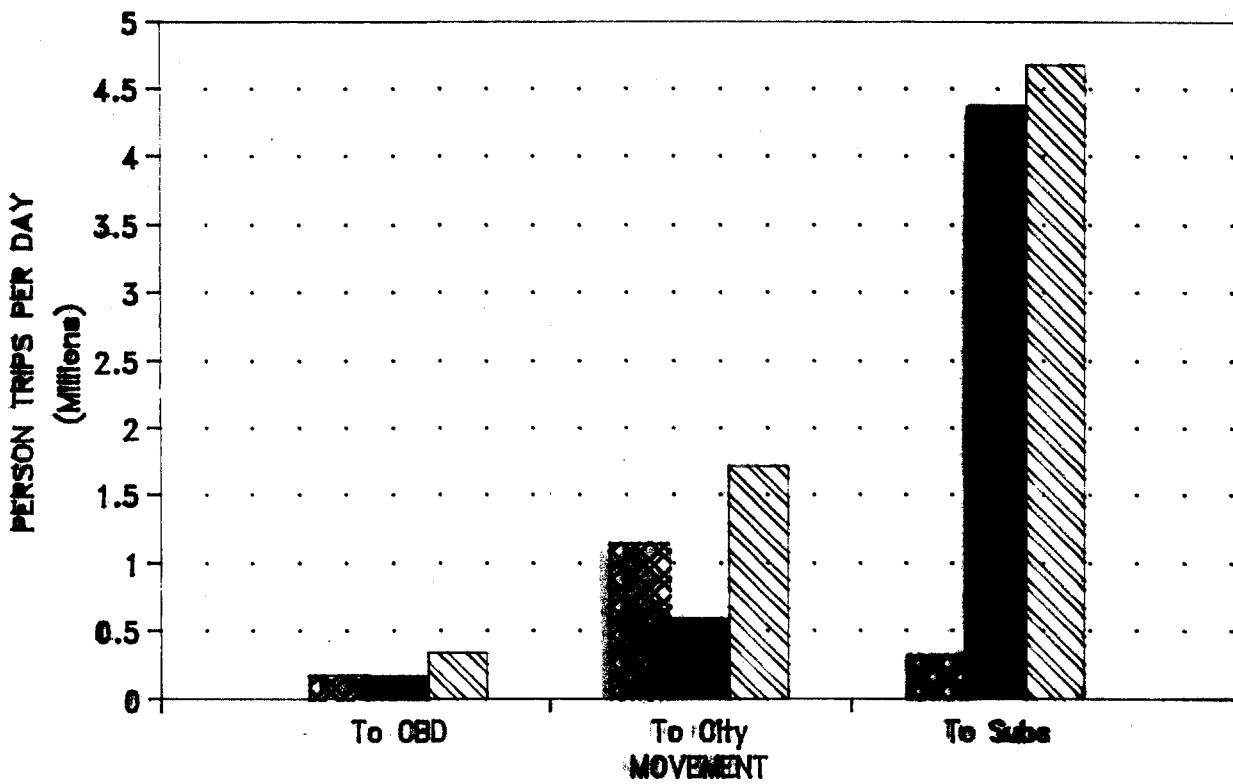
2005 VEHICLE TRIPS AND VEHICLE MILES PERCENT BY GROUP



INTERNAL TRIPS BY MODE 2005

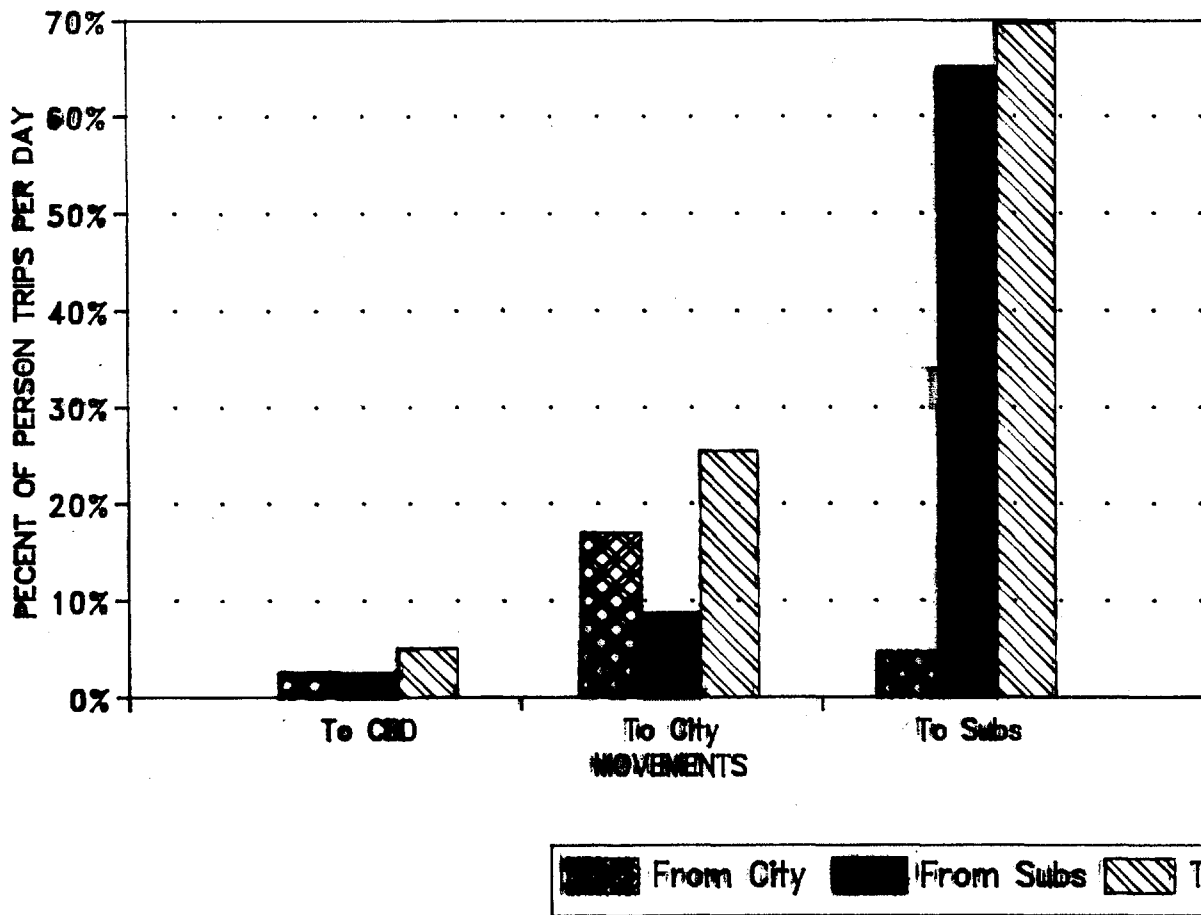


INTERNAL TRIPS BY MOVEMENT 2005

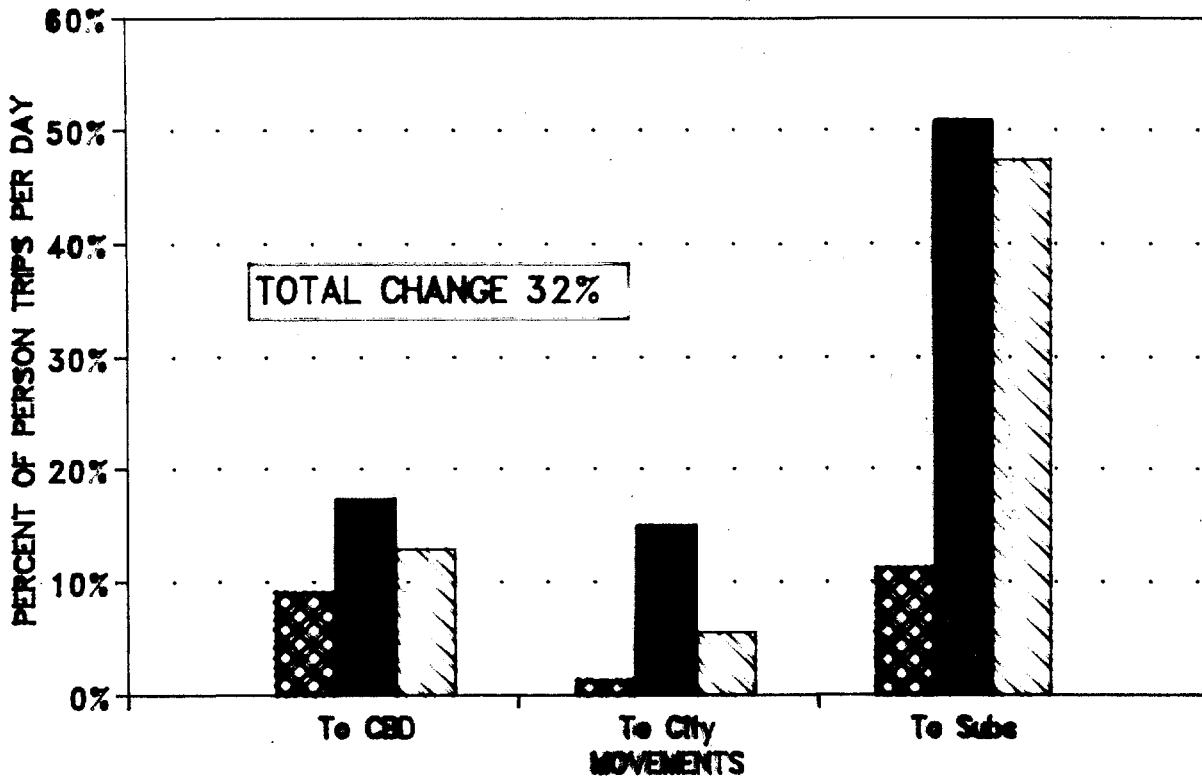


From City From Sub Total

INTERNAL TRIPS BY MOVEMENT 2005

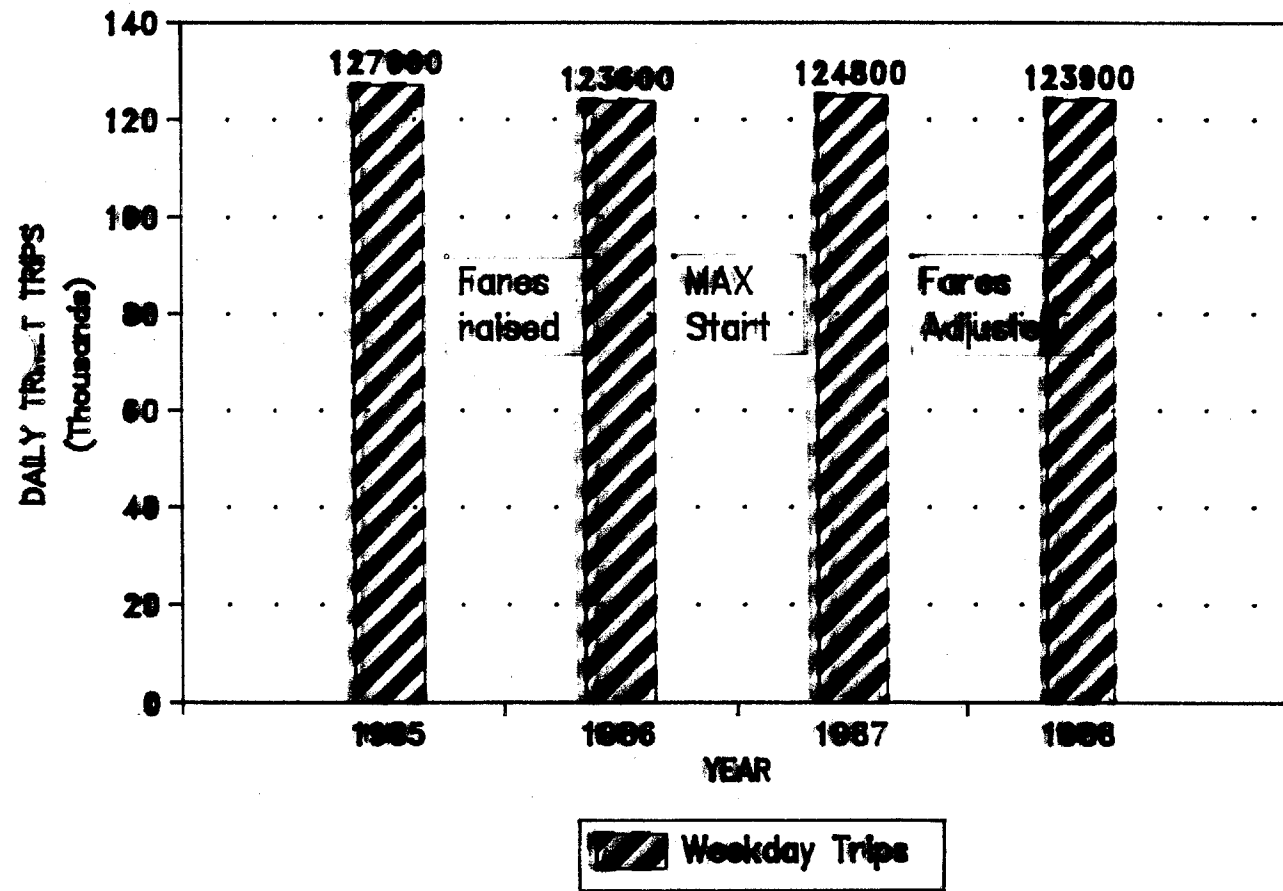


INTERNAL TRIP PERCENT CHANGE 1988-2005

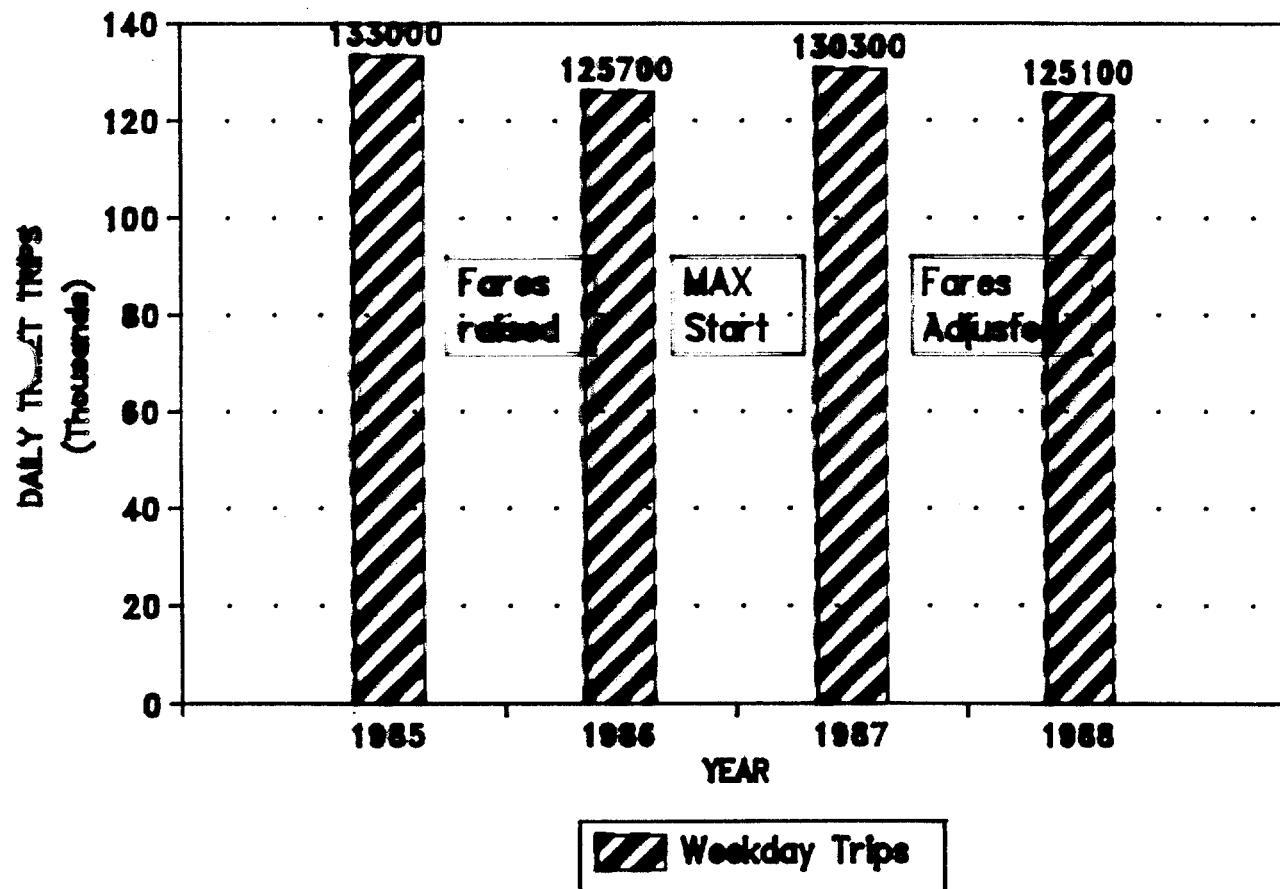


From City From Subs Total

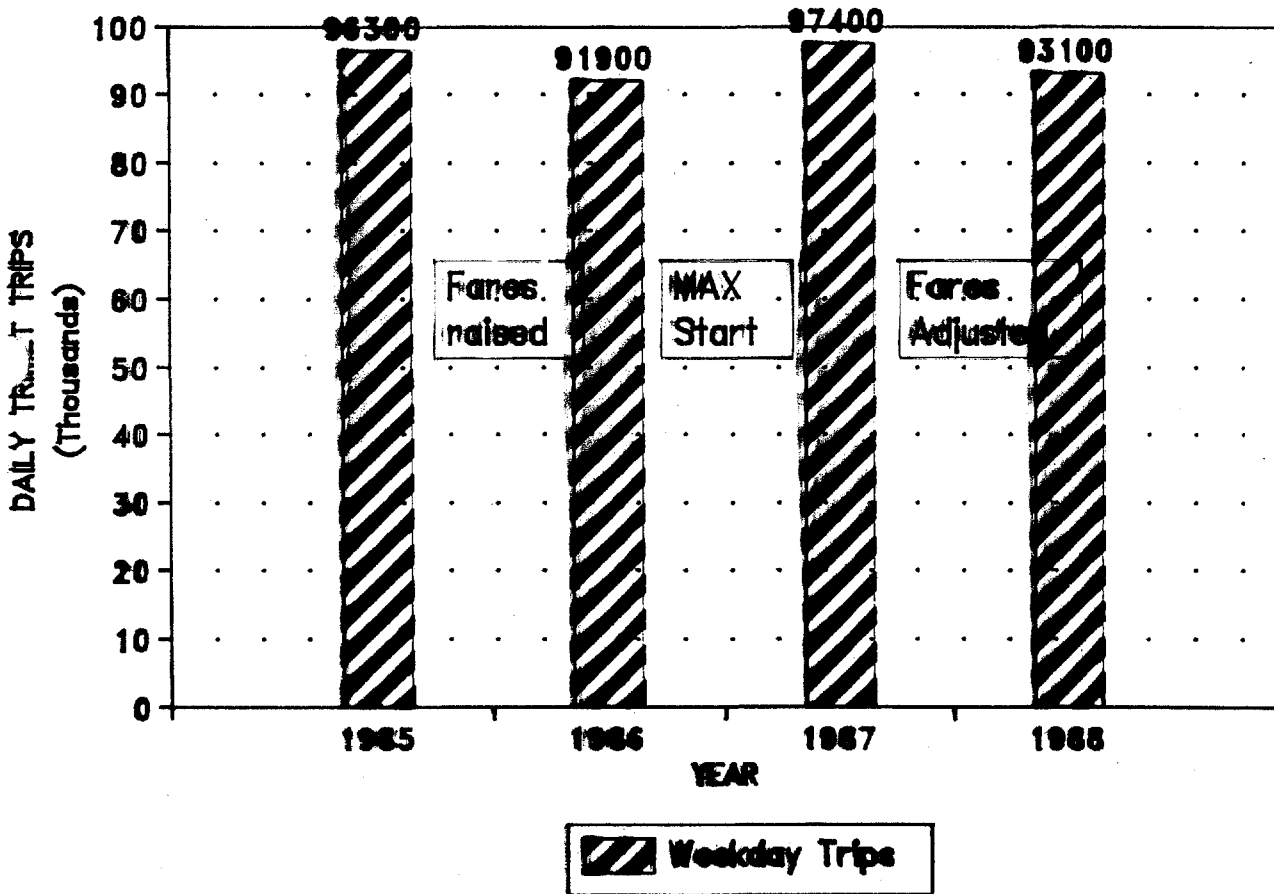
TRIMET WEEKDAY TRIPS FOR MAY FROM MONTHLY REPORTS

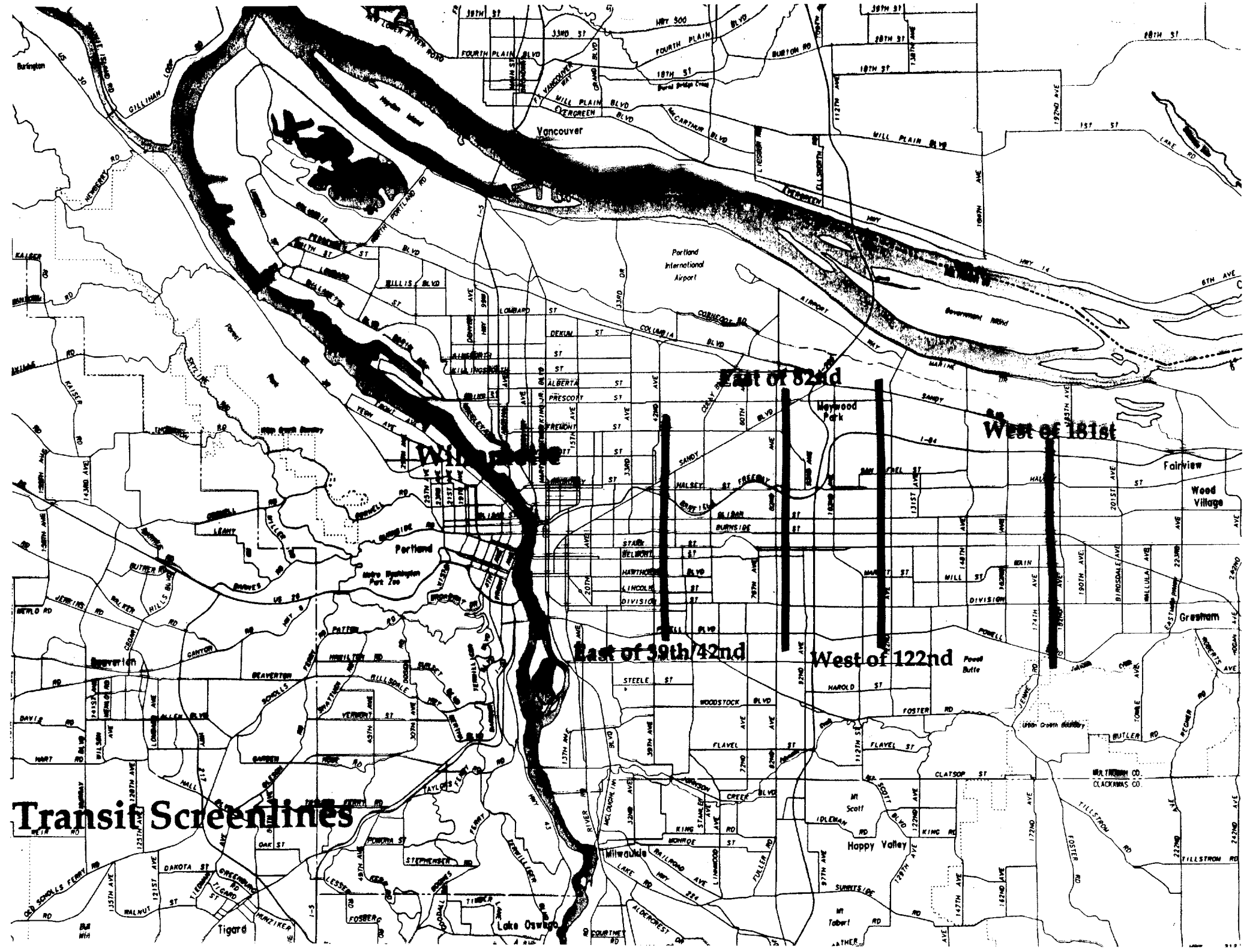


TRIMET WEEKDAY TRIPS FOR SPRING FROM SPRING SIGNUP REPORTS



TRIMET WEEKDAY TRIPS EASTSIDE FROM SPRING SIGNUP REPORTS





Transit Screenlines

East of 82nd

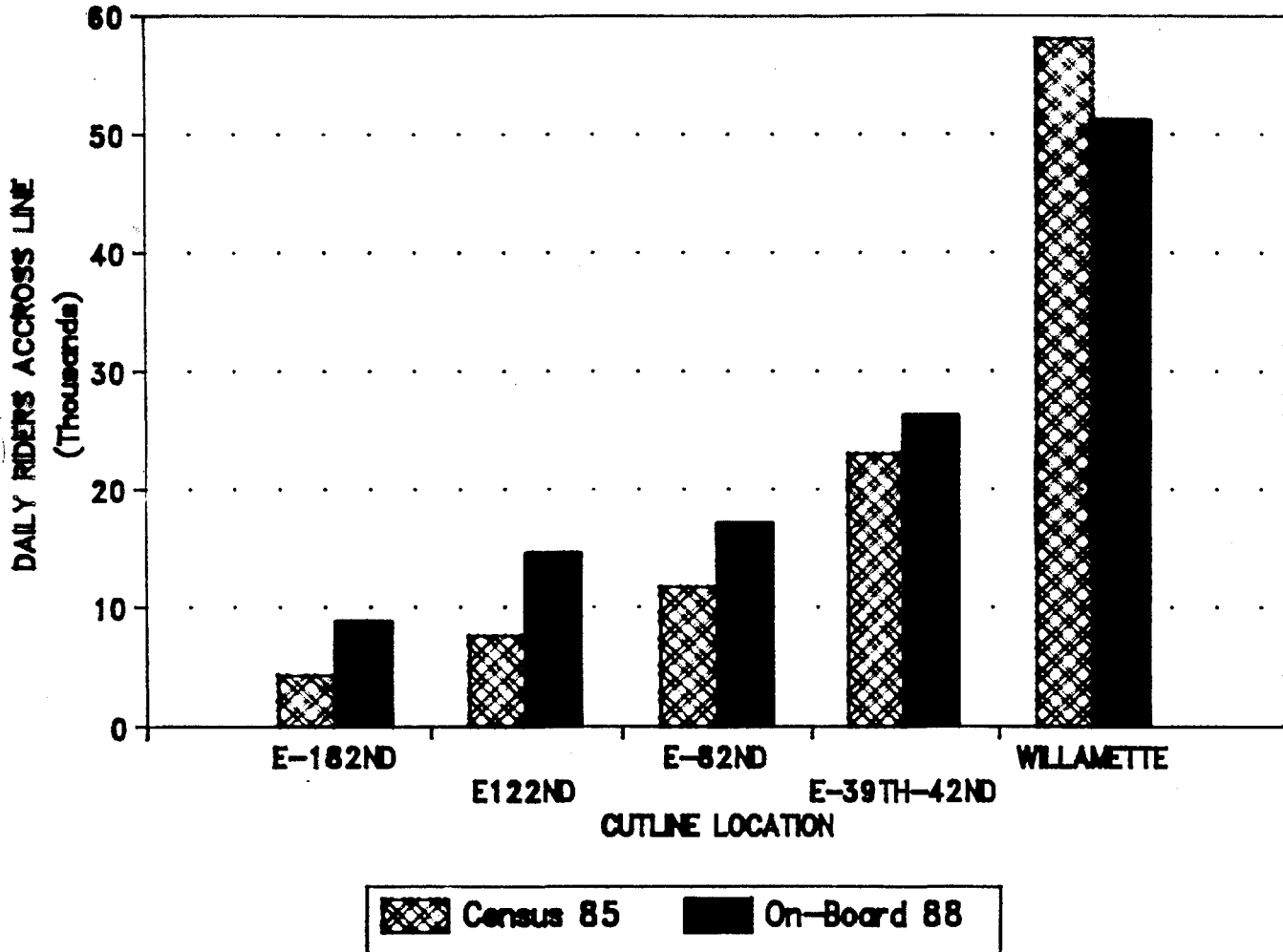
West of 181st

East of 59th/42nd

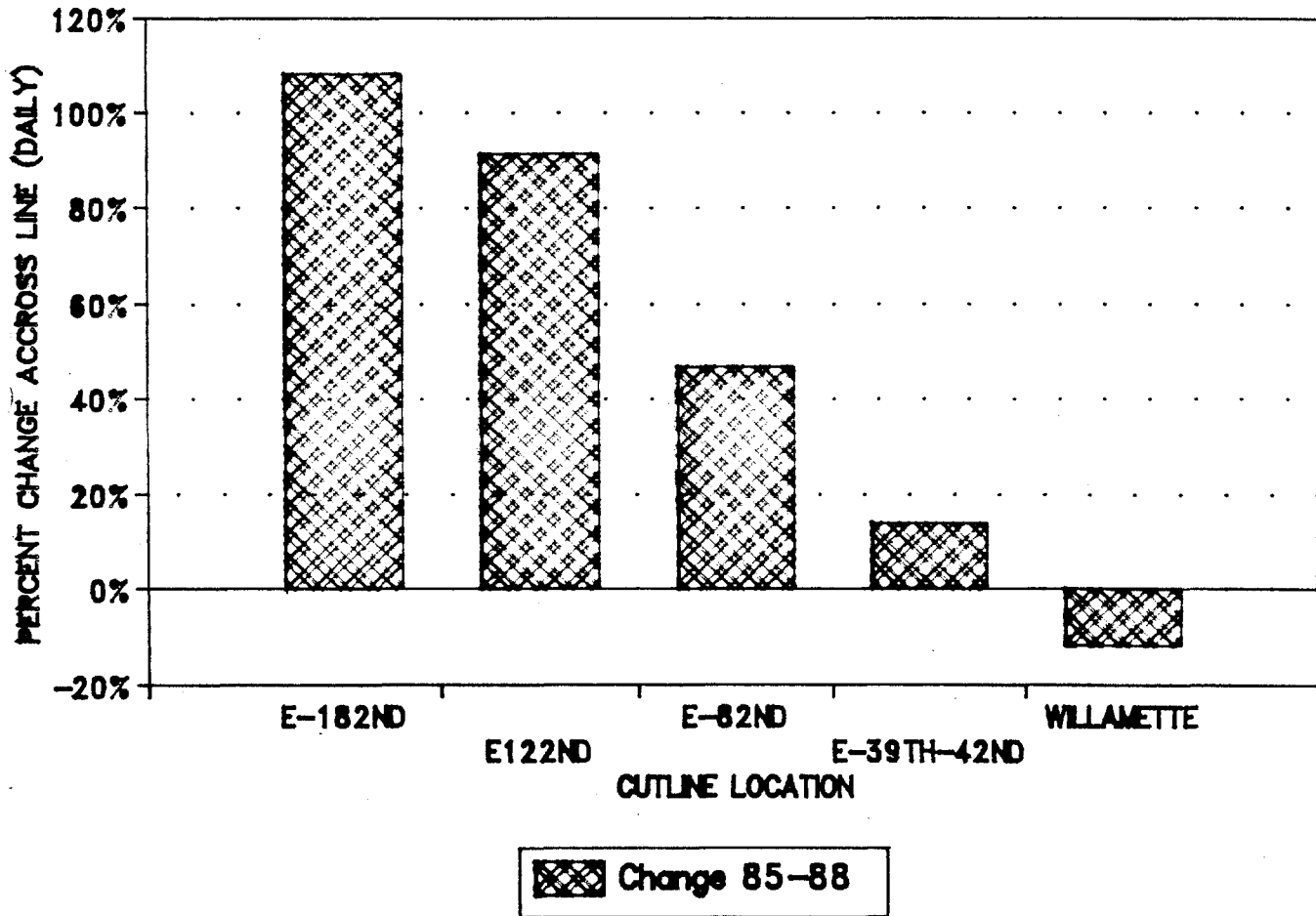
West of 122nd

Lake Oswego

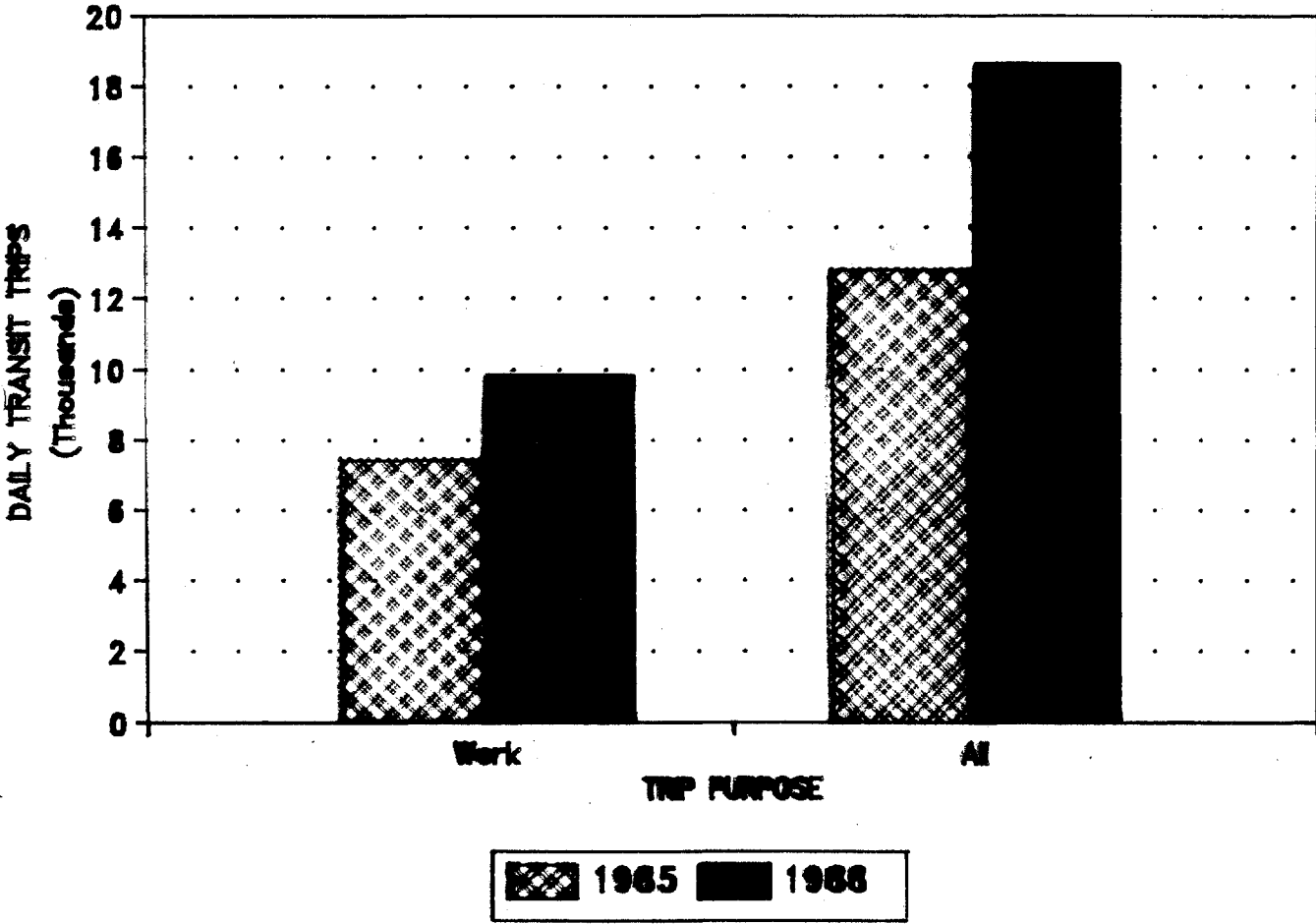
TRI-MET CHANGE 1985-1988 - EASTSIDE



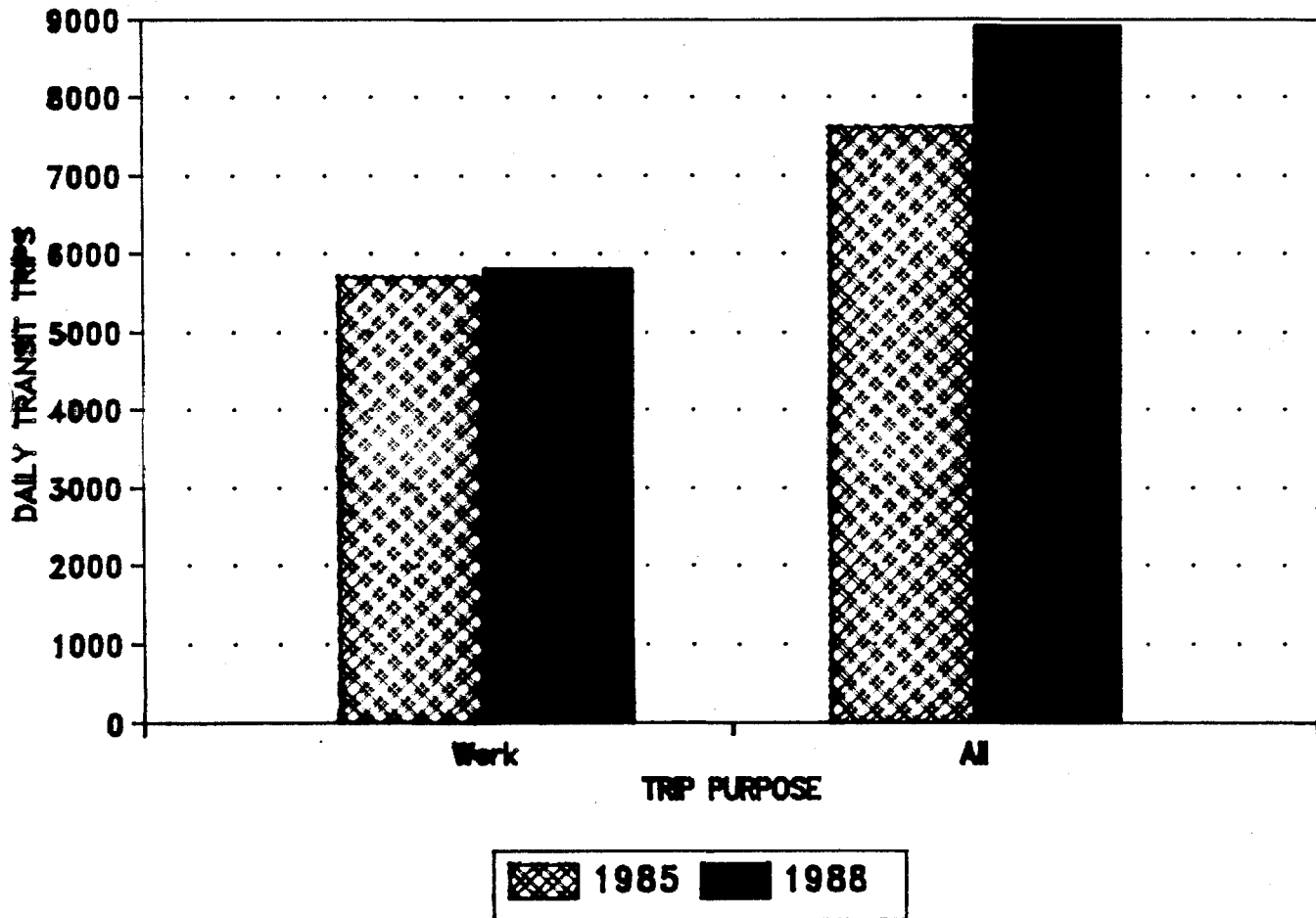
TRI-MET CHANGE 1985-1988 EASTSIDE CUTLINES



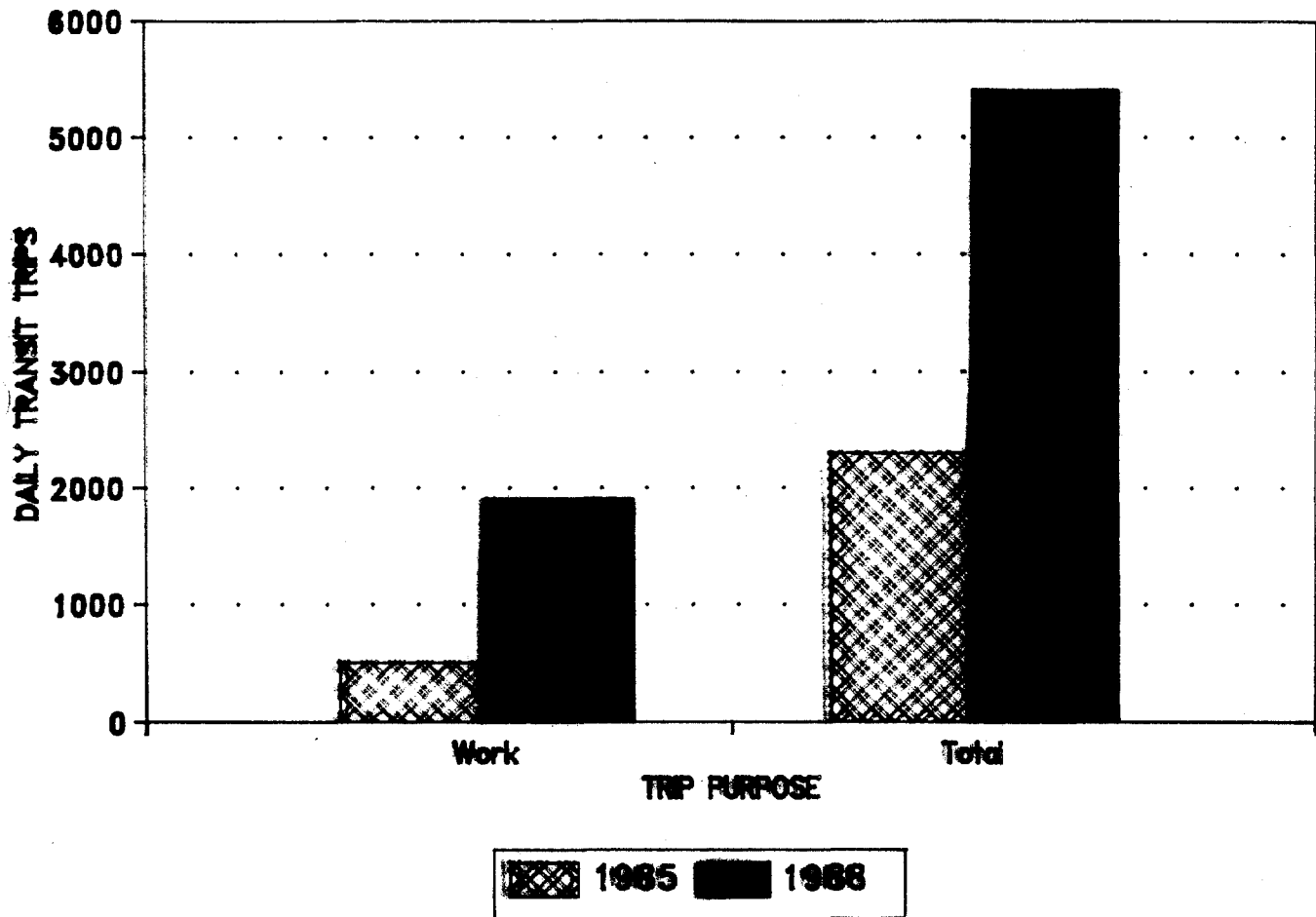
OUTER EAST HOUSEHOLDS CHANGE IN TRANSIT RIDERSHIP



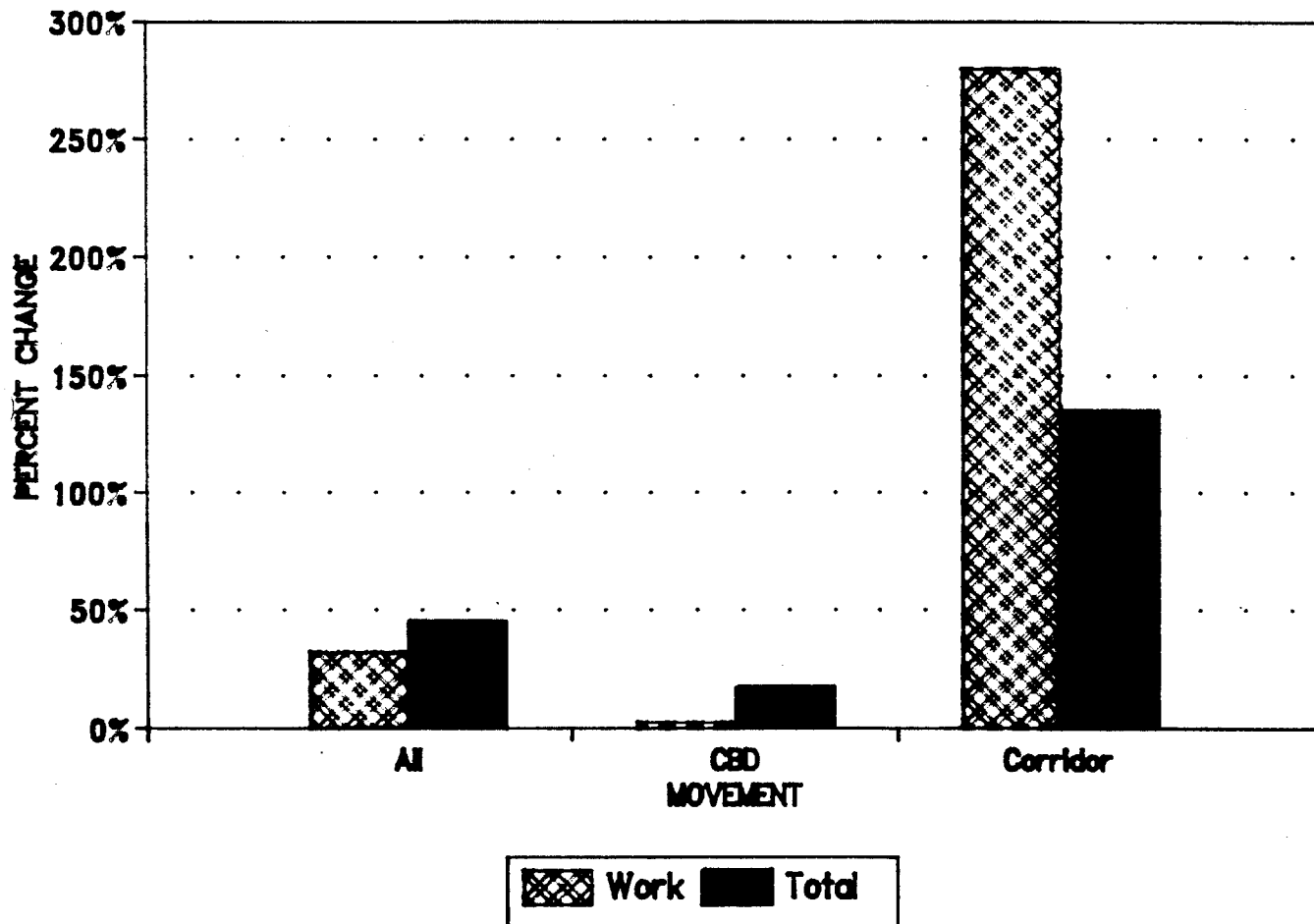
OUTER EAST HOUSEHOLDS CHANGE IN TRANSIT RIDERSHIP TO CBD



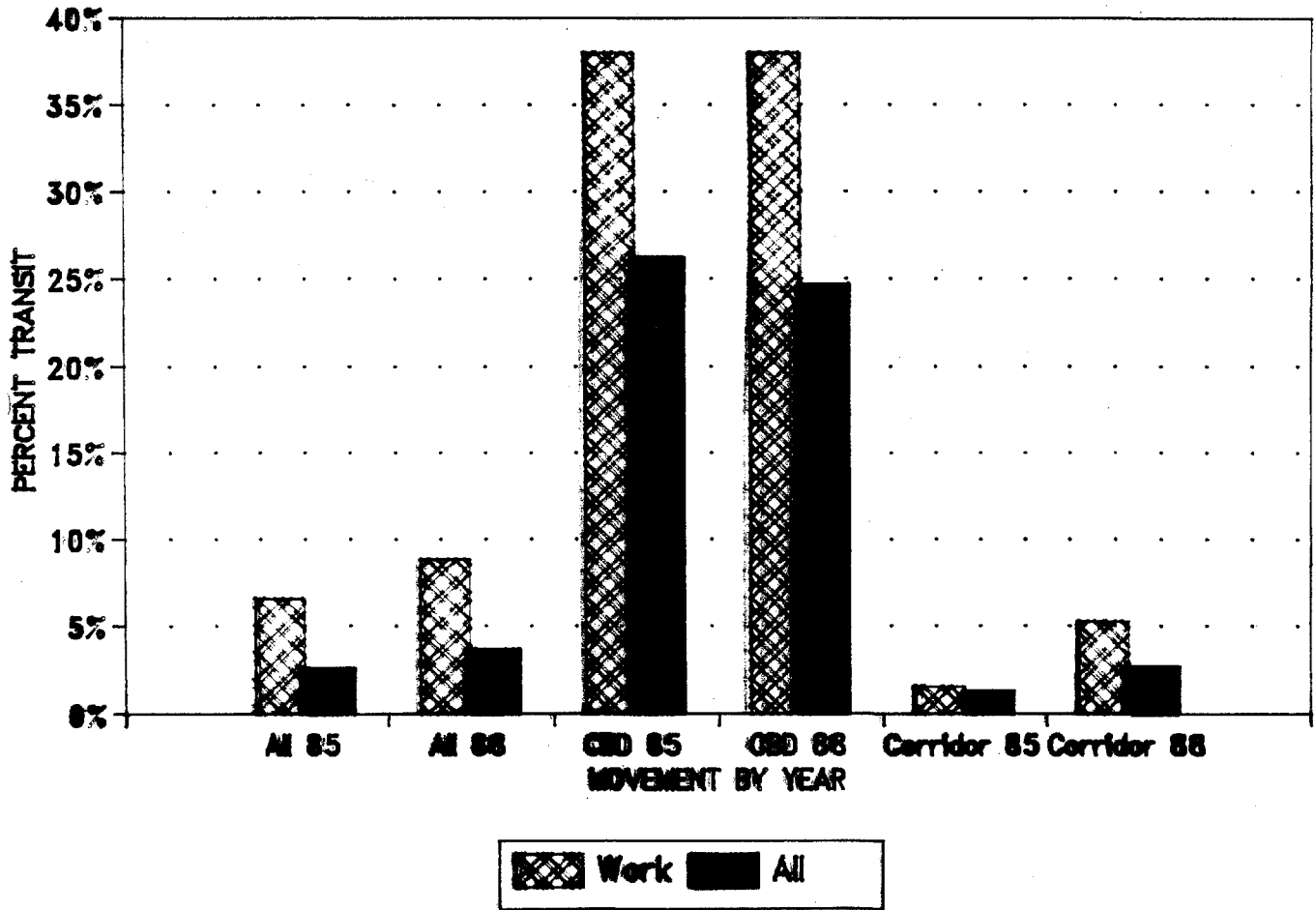
OUTER EAST HOUSEHOLDS CHANGE IN TRANSIT RIDERSHIP TO CORRIDOR



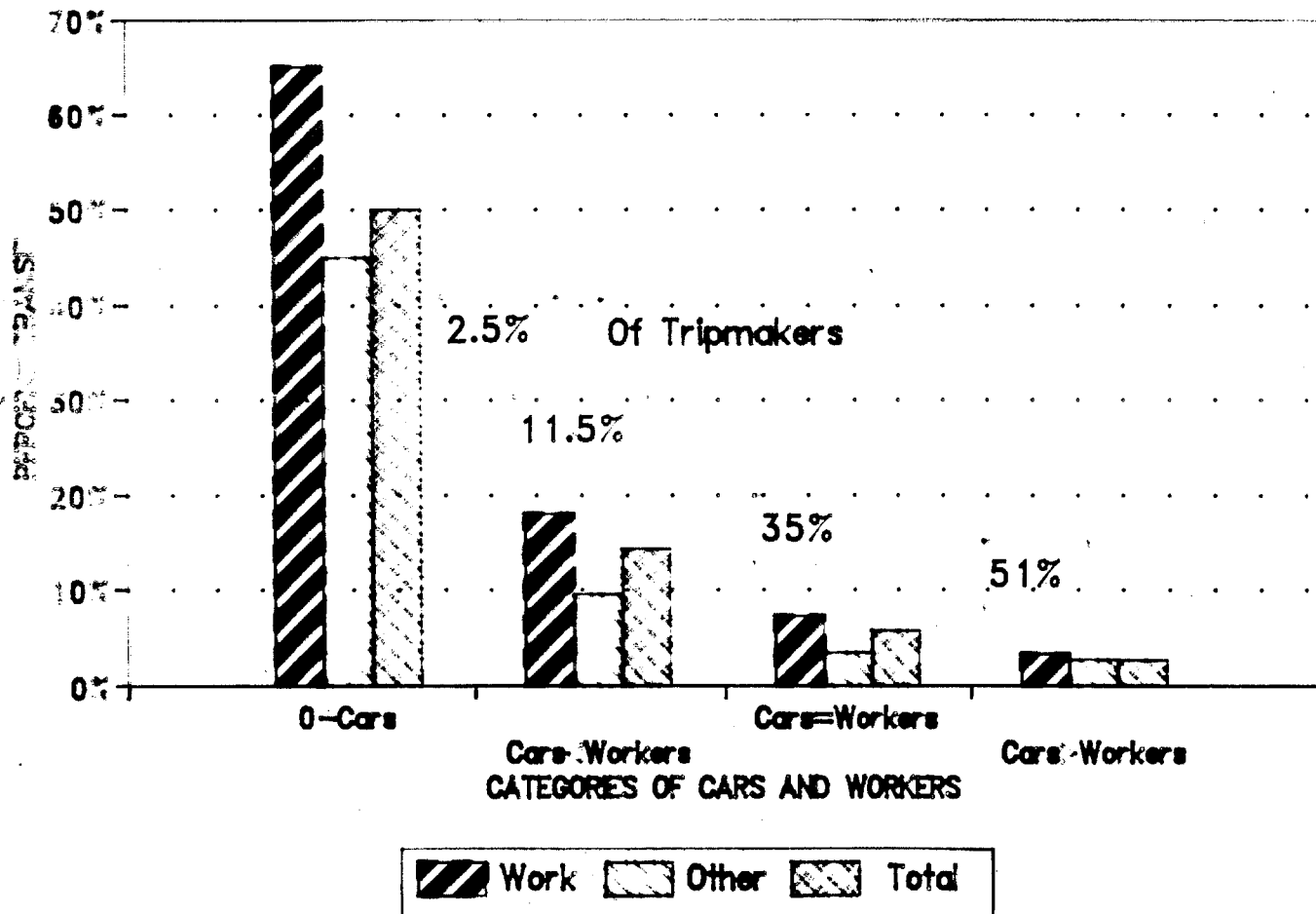
OUTER EAST HOUSEHOLDS CHANGE IN TRANSIT BY MOVEMENT 85 - 88



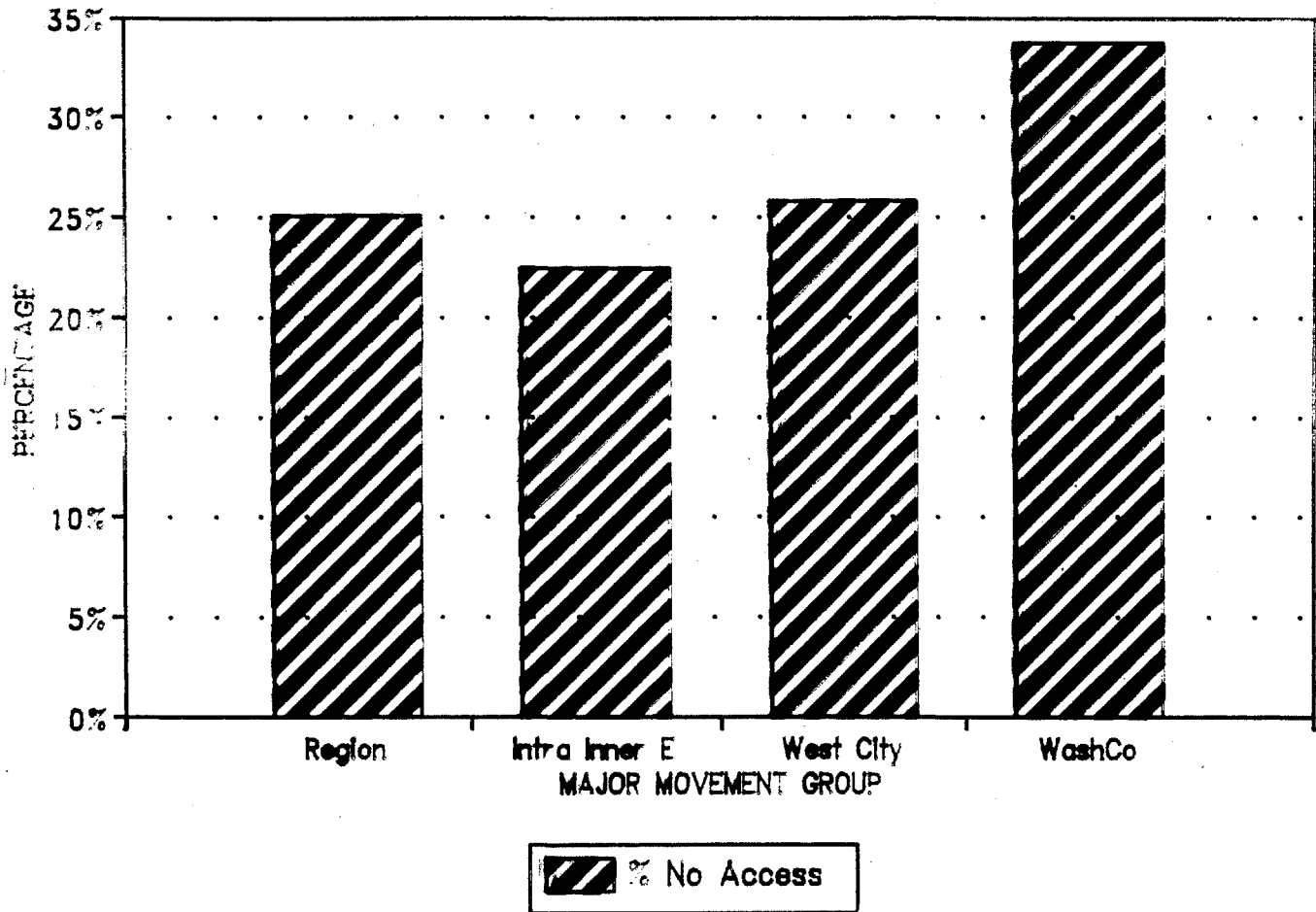
OUTER EAST HOUSEHOLDS ESTIMATED MODE SPLIT BY MOVEMENT/YEAR



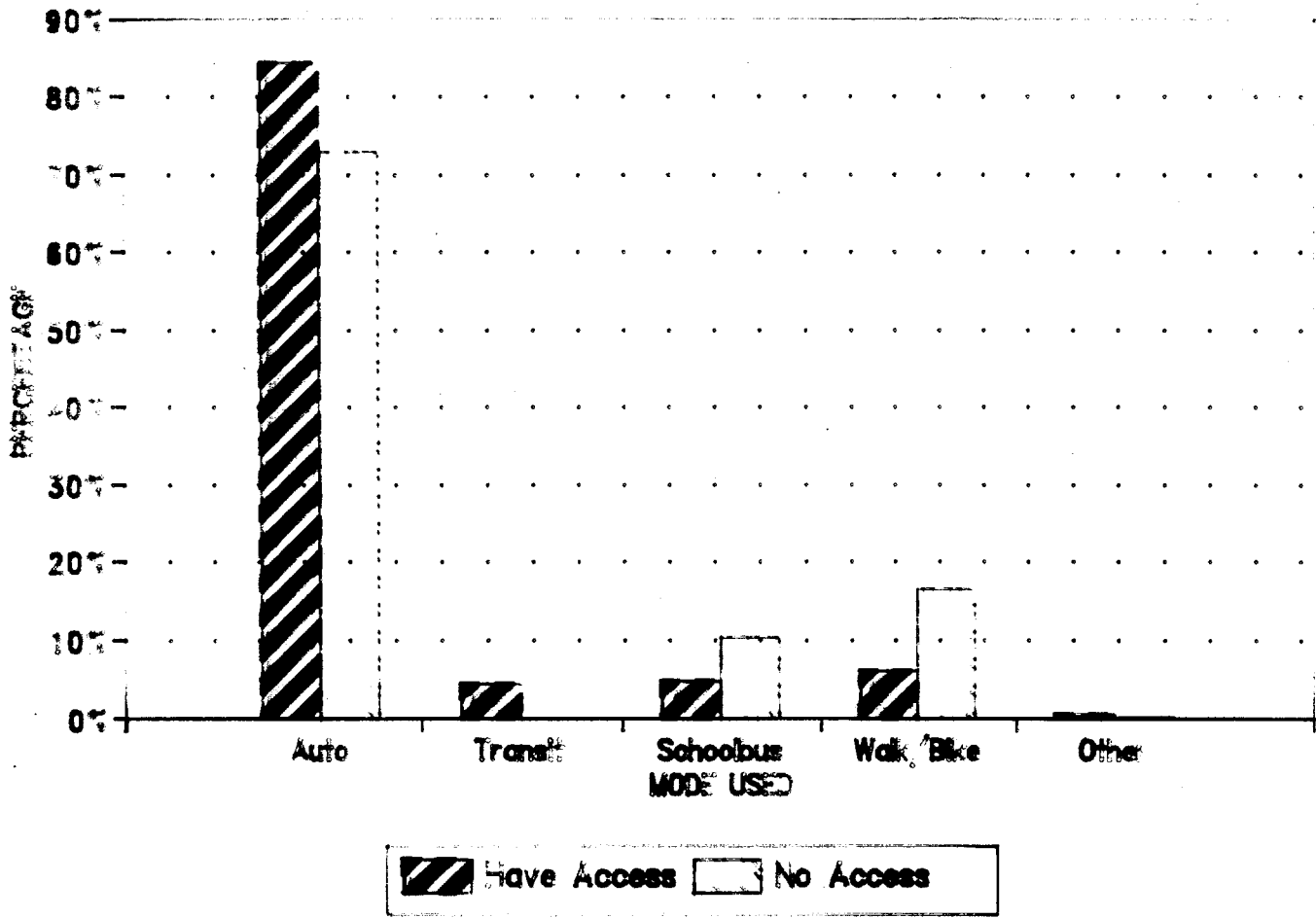
TRANSIT SHARE BY CARS/WORKER BY TRIP PURPOSE (WORK, NON-WORK, TOTAL)



PERCENT WITH NO TRANSIT ACCESS FOR TRIP 1985 HOUSEHOLD SURVEY

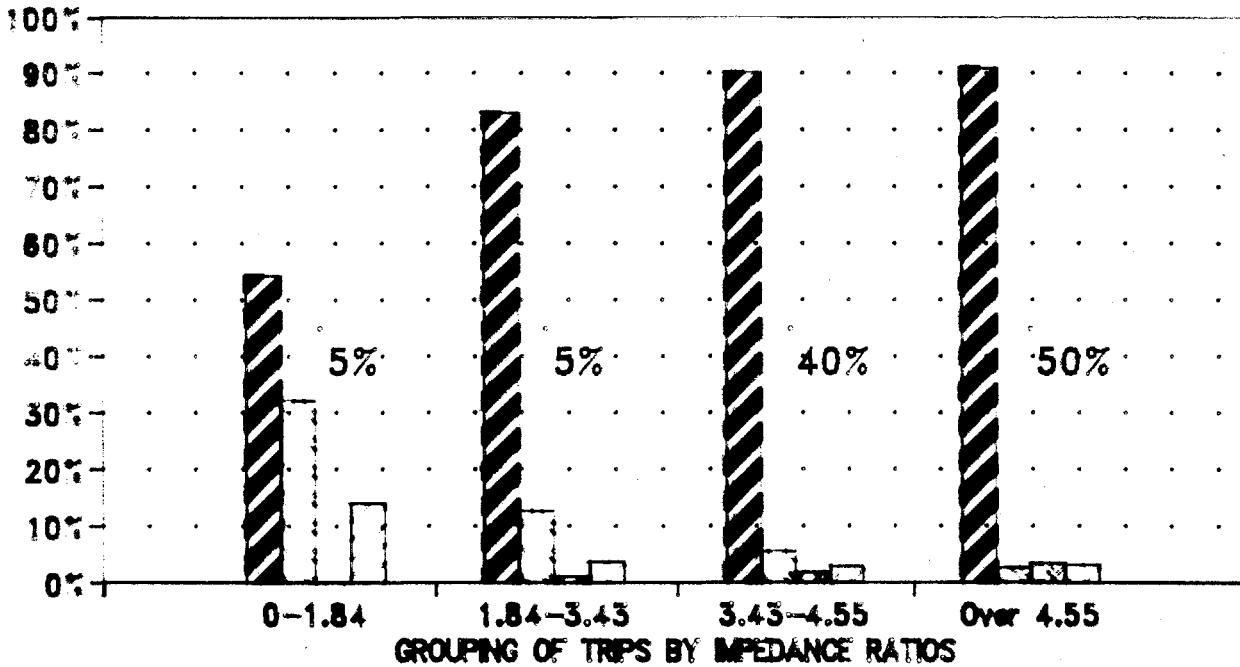


MODE SPLIT BY TRANSIT ACCESS 1985 HOUSEHOLD SURVEY

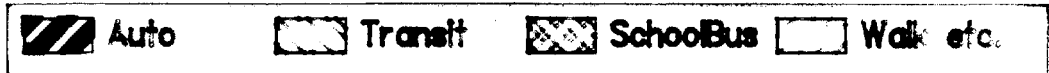


MODE SPLIT BY IMPEDANCE RATIO 1985 HOUSEHOLD SURVEY

Impedance = in vehicle time + 2x out of vehicle time (walk, wait, transfer)



Impedance Ratio = Transit Impedance / Auto Impedance



MODE SPLIT BY TRANSIT ACCESSIBILITY 1985 - WORKERS WITHIN 30 MIN BY TRANSIT

